NOV 2 VAN

RAILROAD

DECEMBER, 1965

MAGAZINE

50¢

Just a Few Months NEW—and Already One of the HOTTEST Money-Makers in Direct Selling!

The MERLITE Longer-Life Light Bulb

The Only Light Bulb in the World Backed by this SENSATIONAL GUARANTEE:

ONCE YOU BUY MERLITE LIGHT BULBS—YOU NEVER HAVE TO BUY BULBS AGAIN—*NEVER!*

Averages $8.20 Per Hour in Spare Time!

"These guaranteed Merlite Bulbs surely sell. I have averaged $8.20 per hour for the time I have spent with them. That makes a nice income and wish I could give full time to the job."
L. C. Benedict, Virginia

Sold 178 Bulbs in First Afternoon

"This is an absolute fact and we are really pleased with this deal. The first afternoon I sold 178 Merlite Bulbs. I have a saleslady, and the first hour she worked she sold 29 bulbs. We are very much pleased with the reception we get from the customer. Enclosed you will find check for 10 display units. Please ship this order at once."
W. E. Foust, Arkansas

Man Averages $12.00 an Hour Part Time

"The Merlite Longer-Life Light Bulb is the answer to the direct salesman's prayers. It is fantastically easy to sell to housewives and home owners. They welcome you with open arms. Also have been very successful in placing displays in stores. I could place at least 6 displays weekly, and I am only working part time. I figure for every hour spent in selling the Merlite Longer-Life Bulb, I have averaged $12.00 an hour."
Philip E. Smith, Maine

Makes $25.64 in 3 Minutes Without Showing a Sample!

"When I first got your literature, and before I ordered any Bulbs, I mentioned the Guarantee to a furniture store owner, and he said 'Send me 2 dozen 150-Watt Bulbs.' Without even showing a sample or literature, I made $11.42 in 3 minutes. Later in the day, I mentioned the Bulbs to another man, and he ordered 1½ cases. Again $25.64 profit in less than 3 minutes. In my next call I sold another ½ case!"
Woodrow Baker, Oklahoma

Daring NO-TIME-LIMIT Free Replacement GUARANTEE Does ALL of the Selling FOR YOU!

It's amazing—how once in a blue moon a product comes along that actually fulfills all the big money-making promises made for it. It's fantastic—*14 words* are making it easy for men everywhere to make a "small fortune"—as much as $1,000 and more in a month, spare time or full time! Yes, the MERLITE LIGHT BULB is a dream deal! And it's simple to see why. When you can say the 14 magic words: "ONCE YOU BUY MERLITE LIGHT BULBS, YOU NEVER HAVE TO BUY BULBS AGAIN—NEVER"—no wonder you turn a big sale on the spot almost everytime. You need no fancy song and dance, no time-consuming demonstration, no fast-pitch sales talk. Because almost everyone jumps at the chance to buy Merlite Light Bulbs when they're offered an iron-clad guarantee (packed with each bulb) that *ends future light bulb bills forever;* a guarantee that unconditionally offers to replace FREE any burned-out Merlite Bulb, no matter when they burn out—in 5 years, 10 years—with no time limit; a guarantee that applies to any Merlite Bulbs purchased or replaced! Every home needs at least 12 to 24 Merlite Light Bulbs to replace old-fashioned short-life non-guaranteed bulbs in ceiling fixtures and lamps in every room. You make up to 120% profit on cost, can easily make $50.00 profit for just a few orders a day in spare time. Merlite men are making this much and more—right now!

At Last!
LIGHT BULBS with No Time Limit Guarantee
No matter when they burn out they will be replaced FREE!
Once You Buy MERLITE BULBS You Never Have to Buy Light Bulbs Again—NEVER!
Only 89¢
LIGHT BULBS with No Time Limit Guarantee
Only 89¢
Once You Buy MERLITE BULBS
25 40 60 75 100 100 150

Make Biggest Profits Selling to Retailers

We supply you with Self-Selling Displays at no cost. Place them in any kind of store. You do no selling, just collect big repeat profits by restocking Merlite Bulbs once a week or so. Get in on this most fabulous money-maker of the age! Rush coupon to get complete details—FREE!

MERLITE INDUSTRIES, INC.
(Light Bulb Div.) Dept. DG-6
114 E. 32nd St., New York 16, N.Y.

Rush Coupon for

FREE

Money-Making Details and "No-Risk Offer" that Lets You Prove to Yourself that Merlite Bulbs Bring the Hottest Money-Making Opportunity in Years!

MERLITE INDUSTRIES, INC. Dept. DG-6
(Light Bulb Division)
114 East 32nd St., New York 16, N.Y.

Please rush Complete Illustrated Outfit, fully describing my tremendous money-making opportunity with Guaranteed Merlite Light Bulbs . . . plus Special "No-Risk" Extra Profit Starting Offer—all FREE and without any obligation whatsoever.

Name_____

Address_____

City_____ Zone___ State_____

IN CANADA. Mopa Co., Ltd., 371 Dowd St., Montreal 1, P.Q.

Clip coupon—and take your first big step to real success! I.C.S., Scranton, Penna. 18515

Accredited Member, National Home Study Council

INTERNATIONAL CORRESPONDENCE SCHOOLS ICS 75th YEAR

Box 766, Scranton, Penna. 18515 (In Hawaii: P.O. Box 418, Honolulu. In Canada: I.C.S. Canadian, Ltd., Montreal.)

Without cost or obligation, rush me "HOW to SUCCEED," the opportunity booklet about the field I have indicated below, and a sample lesson.

New! Special Package for Women!

Name of the course in which you are interested_____

Mr.
Miss_____Age_____Address_____
Mrs.

City_____State_____Zip Code_____Working Hours_____A.M. to_____P.M.

Low rates to members of U. S. Armed Forces!

Occupation_____Employed by_____

Special training programs for industry

Cast your ballot for a successful future!

253 I.C.S. COURSES

I.C.S. is the oldest, largest school of its kind. Over 200 courses for men and women. High school, business, secretarial, interior decorating, engineering. One for you. Direct, job-related. Bedrock facts and theory plus practical application. You learn from experts. Diploma to graduates.

Clip and mail the coupon **now.** You'll receive, absolutely FREE, 3 valuable booklets that have helped thousands. But don't delay. Cast **your** "ballot" for future success!

ACCOUNTING
Accounting for Business Programmers
Cost Accounting
C.P.A. Review
Estate & Trust Accounting
Executive Accounting
Federal Tax
General Accounting
Industrial Accounting
Legal Accounting
Office Accounting
Personal Income Tax & Social Security
Practical Accounting
Public Accounting
Small Business Accounting
Starting & Managing a Small Bookkeeping Service

ARCHITECTURE AND BUILDING
Architectural Drawing & Designing
Architecture
Building Contractor
Building Estimator
Building Inspector
Building Maintenance
Carpenter-Builder
Carpentry & Millwork
House Planning & Interior Design
Mason
Painting Contractor
Reading Arch. Blueprints
Review in Arch. Design & Practice
Review of Mech. Systems in Buildings

ART
Amateur Artist
Commercial Art
Commercial Cartooning
Illustrating
Interior Decorating
Show Card & Sign Production
Show Card Writing
Sign Painting & Designing
Sketching & Painting
Oil Painting for Pleasure

AUTOMOTIVE
Automatic Transmission Specialist
Automobile Body Rebuilding & Refinishing
Automobile Electrical Technician
Automobile Engine Tune-Up
Automobile Technician
Automotive Mechanic
Diesel-Gas Motor Vehicle Engines

BUSINESS
Advertising
Basic Inventory Control
Business Administration
Business Management & Marketing
Business Management & Production
COBOL Programming
Condensed Business Practice
Industrial Psychology
Managing a Small Store
Marketing
Modern Executive Management
Office Management
Programming for Digital Computers
Programming the IBM 1401 Computer
Purchasing Agent
Retail Business Management
Statistics and Finance
Systems and Procedures Analysis

CHEMICAL
Analytical Chemistry
Chemical Engineering
Chemical Engineering Unit Operations
Chemical Laboratory Tech.
Chemical Process Control Technician
Chemical Process Operator
Elements of Nuclear Energy
General Chemistry
Instrumental Laboratory Analysis

CIVIL ENGINEERING
Civil Engineering
Construction Engineering
Highway Engineering
Principles of Surveying
Reading Highway Blueprints
Reading Structural Blueprints
Sanitary Engineering
Sewage Plant Operator
Structural Engineering
Surveying and Mapping
Water Works Operator

DRAFTING
Aircraft Drafting
Architectural Drafting
Electrical Drafting
Electrical Engineering Drafting
Electronic Drafting
Introductory Mechanical Drafting
Mechanical Drafting
Pressure-Vessel and Tank Print Reading
Sheet Metal Layout for Air Conditioning
Structural Drafting

ELECTRICAL
Electric Motor Repairman
Electrical Appliance Servicing
Electrical Contractor
Electrical Engineering (Power option or Electronic option)
Electrical Engineering Tech.
Electrical Instrument Tech.
Industrial Electrical Tech.
Industrial Telemetering
Power Line Design and Construction
Power Plant Operator (Hydro or Steam Option)
Practical Electrician
Practical Lineman
Reading Electrical Blueprints

ENGINEERING (Professional)
Chemical
Civil
Electrical
Mechanical
Industrial Management for Engineers

ENGLISH AND WRITING
Better Business Writing
Introductory Technical Writing
Modern Letter Writing
Practical English
Short Story Writing

HIGH SCHOOL
High School Business
High School College Prep. (Arts)
High School College Prep. (Engineering & Science)
High School General
High School Mathematics
High School Secretarial
High School Vocational

LANGUAGES
(Edited by Berlitz)
French
German
Italian
Spanish

LEADERSHIP
Basic Supervision
Industrial Foremanship
Industrial Supervision
Personality Development
Personnel-Labor Relations
Supervision

MATHEMATICS
Advanced Mathematics
Mathematics and Mechanics for Engineering
Mathematics and Physics for Engineering
Math & Physics for Technic'ns
Modern Elementary Statistics

MECHANICAL
Industrial Engineering
Industrial Instrumentation
Machine Design
Mechanical Engineering
Quality Control
Safety Engineering Tech'l'gy
Tool Design
Value Analysis

PETROLEUM
Natural Gas Production & Transmission
Oil Field Technology
Petroleum Production
Petroleum Production Eng'r'g
Petroleum Refinery Operator
Pipeline Engineering

PLASTICS
Plastics Technician

PLUMBING, HEATING, AIR CONDITIONING
Air Conditioning
Air Conditioning Maintenance
Domestic Heating with Oil & Gas
Domestic Refrigeration
Gas Fitting
Heating
Heating & Air Conditioning with Drawing
Plumbing
Plumbing & Heating
Plumbing & Heating Contractor
Plumbing & Heating Estimator
Practical Plumbing
Refrigeration
Refrigeration & Air Conditioning
Steam Fitting

PULP AND PAPER
Paper Machine Operator
Paper Making
Pulp Making
Pulp & Paper Engineering
Pulp & Paper Making

SALESMANSHIP
Creative Salesmanship
Real Estate Salesmanship
Sales Management
Salesmanship
Salesmanship & Sales Management

SECRETARIAL
Clerk-Typist
Commercial
Legal Secretary
Medical Secretary
Professional Secretary
Shorthand
Stenographic
Typewriting

SHOP PRACTICE
Drill Operator
Foundry Practice
Industrial Metallurgy
Lathe Operator
Machine Shop Inspection
Machine Shop Practice
Machine Shop Practice & Toolmaking
Metallurgical Engineering Technology
Milling Machine Operator
Patternmaking
Practical Millwrighting
Reading Shop Prints
Rigging
Tool Engineering Technology
Tool Grinder
Toolmaking
Turret Lathe Operator
Welding Engineering Technology
Welding Processes

STEAM AND DIESEL POWER
Boiler Inspector
Industrial Building Engineer
Power Plant Engineering
Stationary Diesel Engines
Stationary Fireman
Stationary Steam Engineering

TEXTILES
Carding
Carding and Spinning
Cotton Manufacturing
Dyeing & Finishing
Loom Fixing
Spinning
Textile Designing
Textile Technology
Textile Mill Supervisor
Warping and Weaving
Wool Manufacturing

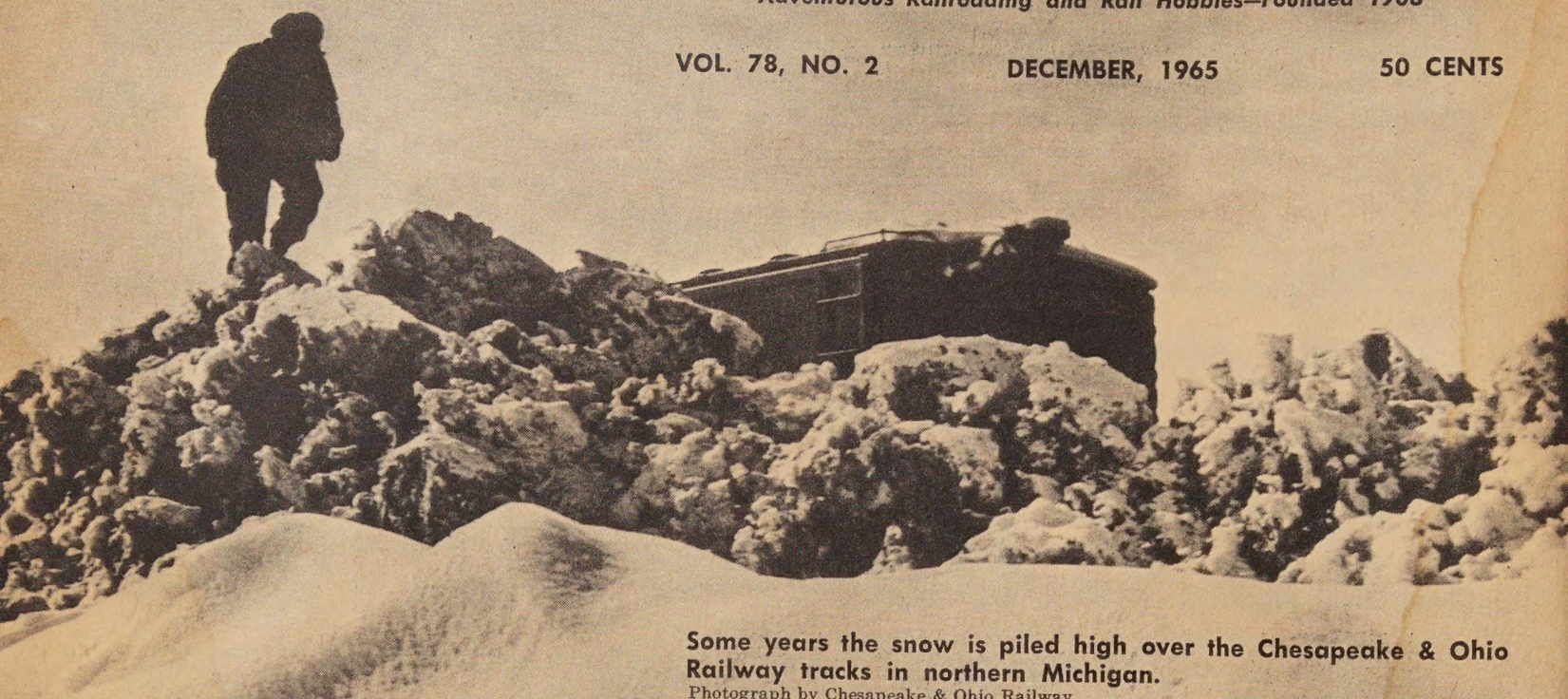
TRAFFIC
Motor Traffic Management
Railway Rate Clerk
Traffic Management

TV-RADIO-ELECTRONICS
Communications Technology
Electronic Fundamentals
Electronic Fundamentals (Programmed)
Electronic Fundamentals with Electronic Equipment Training
Electronic Instrumentation & Servo Fundamentals
Electronic Principles for Automation
Electronics and Applied Calculus
Electronics Technician
First Class Radiotelephone License
Fundamentals of Electronic Computers
General Electronics
General Electronics with Electronic Equip. Trng.
Hi-Fi Stereo and Sound Systems Servicing
Industrial Electronics
Industrial Electronics Engineering
Industrial Electronics Engineering Technician
Practical Radio-TV Engineer'g
Practical Telephony
Principles of Radio-Electronic Telemetry
Principles of Semiconductor-Transistor Circuits
Radio Servicing with Radio Equipment Training
Radio & TV Servicing
Radio & TV Servicing with Radio Equip. Trng.
Second Class Radiotelephone License
Sound Systems Specialist
Telephony, Electronics and Radio Communications
TV Receiver Servicing
TV Technician

RAILROAD MAGAZINE

Adventurous Railroading and Rail Hobbies—Founded 1906

VOL. 78, NO. 2 DECEMBER, 1965 50 CENTS



Some years the snow is piled high over the Chesapeake & Ohio Railway tracks in northern Michigan.
Photograph by Chesapeake & Ohio Railway

FREEMAN HUBBARD
Editor

SY REICH
Technical Editor

ARTHUR T. KNOWLES
Assistant Editor

BARBARA KREIMER
Information Booth

STEVE MAGUIRE
Transit Topics

H. L. KELSO
Contributing Editor

ILLUSTRATED FEATURES

Snow on the Rails *(photograph gallery)* 13
The Saga of High-T ..... Freeman Hubbard 18
Missing: One Locomotive ..... George C. Slawson 24
Interesting Railfans No. 36: Hal Wilmunder 30

FICTION

Railroaders Are Tough ..... Harry K. McClintock 41

SHORT HAULS

Rosters: Shortlines of Montana ..... Sy Reich 28
North American Trolley Lines ..... Steve Maguire 38
Along the Iron Pike *(pictorial)* ..... Joe Easley 39
Roster: Santa Fe Locomotives ..... Sy Reich 58

DEPARTMENTS

The Mail Car 6
Information Booth 26
Transit Topics 34
Hobby Club 48
The Switch List 60
Books of the Rails 62

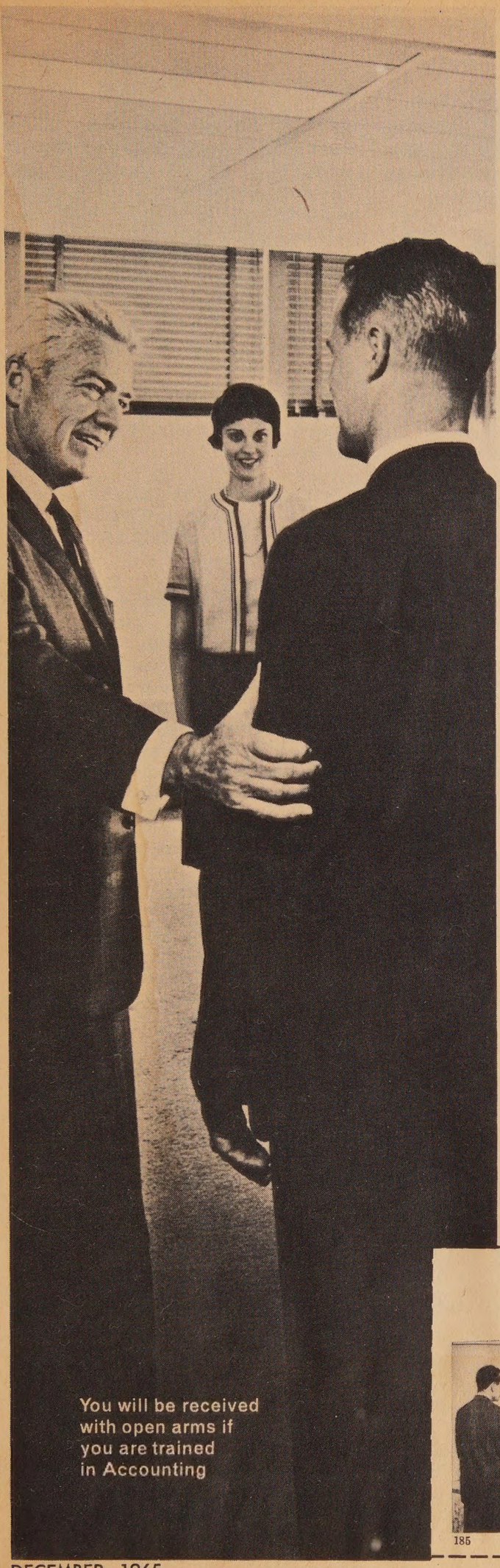
Next issue out around December 6th

HENRY STEEGER, *Publisher*
THOMAS HARRAGAN, *Associate Publisher*
EARL UMPENHOUR, *Production Manager*
IRA MOSHIER, *Newsstand Sales Manager*
JOSEPH MUCCIGROSSO, *Subscription Manager*

ADV. REPRESENTATIVES
Robert Stark Associates, 40 East 50th St., New York, N. Y.
Harley L. Ward, Inc., 360 North Michigan Ave., Chicago, Ill.
Townsend Millsap & Co., 110 Sutter St., San Francisco, Calif.
Townsend Millsap & Co., 3959 West 6th St., Los Angeles 5, Calif.

RAILROAD MAGAZINE is published monthly by Popular Publications, Inc. at 205 E. 42nd Street, New York, N.Y. 10017. Henry Steeger, President. John J. McVarish, Treasurer. Second-class postage paid at New York, N.Y., and at additional mailing offices. Magazine is copyright © 1965, by Popular Publications, Inc. This issue is published simultaneously in the Dominion of Canada. Copyright under Universal, International and Pan-American Copyright Conventions. All rights reserved, including the right of reproduction, in whole or in part, in any form. Single copy, 50c. Subscription for U.S.A. and its possessions, $5.00 for one year; $6.00 per year in Canada and all other countries. Title registered in the U. S. Patent Office. Address all correspondence to Railroad Magazine, 205 East 42nd Street, New York, N.Y. 10017. When submitting manuscripts, enclose stamped, self-addressed envelope for their return, if found unacceptable. Please query the editor before submitting feature articles. Care will be exercised in the handling of unsolicited manuscripts, but no responsibility is assumed for their return. Printed in U.S.A.

CHANGE OF ADDRESS: POSTMASTER—Please mail Form 3579 notices to: RAILROAD, Portland Place, Boulder, Colorado



Stop worrying about security for the rest of your life!

Be a trained Accountant

Learn in your spare time at home. You'll be welcomed into a high-pay field where there are more jobs than there are people to fill them.

THE demand for trained Accountants far exceeds the supply. Salaries keep going higher, promotions come faster. Many Accounting-trained men are being moved up to important management positions. Why remain in a job with an uncertain future when you can earn such big rewards in money, prestige and assured security?

You can take LaSalle Accounting training at home, in your spare hours, without any previous bookkeeping experience. LaSalle's distinguished faculty starts you at the beginning; explains every basic Accounting principle and method; gives you actual Accounting problems with your lessons, then corrects and grades your work; shows you exactly how accountants on the job handle these problems. Your training is complete, practical and enjoyable. You are thoroughly prepared for the Accounting tasks you will be expected to handle on the job.

Your career could not be in more experienced hands. For over half a century, LaSalle has been a world leader in business training, with over 1,000,000 students enrolled. A LaSalle diploma in Accounting is a credential respected by employers.

Send for free booklet and sample lesson

If you are truly seeking a more rewarding job, with higher pay, a solid position in the business world and all the good things that come with success, you owe it to yourself to read LaSalle's famous booklet "Opportunities in Accounting." With it you will receive a free sample lesson in Accounting which will demonstrate how LaSalle makes home study easy, interesting and thoroughly practical. Mail coupon to LaSalle, 417 S. Dearborn, Chicago, Illinois 60605.

LA SALLE EXTENSION UNIVERSITY

A Correspondence Institution

417 S. Dearborn, Dept. 48-061, Chicago, Illinois 60605

185

Please mail me, free of cost or obligation, your illustrated booklet "Opportunities in Accounting" and also your sample lesson.

Name ..... Age .....

Address ..... County .....

City & State ..... Zip No .....

Occupation ..... Working Hours .... A.M. ... P.M.

Canadian residents, write: LaSalle, Box 1001, Montreal 3, Quebec

Douglas, age 12, reputedly holds the world's record for train-cat travel. He wears a cap-emblem, an award for his 24 C&O rides. He belongs to Mrs. Paula Anderson and lives at Milton, W. Va.

THE MAIL CAR

where editors and readers meet

ANYONE who has enjoyed a ride on narrow-gage Silverton line of the Denver & Rio Grande Western will recognize the rugged spot pictured on our front cover. The color-shot was made by Edward J. Wojtas of the Rock Island's public relations staff, LaSalle Street Station, Chicago, Illinois 60605. Ed is both editor and a staff photographer of *The Rocket* (CRI&P). ●

PENNSY overhead electrification is fifty years old. On Sept. 11, 1915, the first such train ran between old Broad Street Station, in mid-city Philadelphia, and suburban Paoli; and the following day regular service was inaugurated over the 20-mile run.

Within the next 15 years the 5 other Pennsy commuter lines—Chestnut Hill, West Chester, Wilmington, Manayunk, and Trenton. The next step was to extend the wires from Trenton north to New York, from Wilmington south to Washington, and from Paoli west to Harrisburg, thus completing the network of electrified lines over which fast through passenger and freight trains and local intercity service operate today. ●

PERSONALITIES. Joshua Lionel Cowen, 88, inventor of the electric flashlight and the toy electric train and founder of the Lionel Corp., died Sept. 8th at his home in Palm Beach, Fla. Probably more than anyone else, he popularized miniature railroading.

The only woman Morse telegraph operator on the Ontario Northland Railway is Margery Simms Kevin, 121 Kent St., Timmins, Ont., Canada. The railway has 3 Morse men: Barney L. Sculley, Norman Assad, and Jed Hill. Margery learned the Morse code as a schoolgirl, after her father, a chief dispatcher, had rigged up a circuit in their home between a downstairs room and her bedroom upstairs. He taught her the code by sending messages from one floor to the other. He also taught his two sons in the same fashion. Today one is a train dispatcher; the other is a yard-office operator.

Retired as a PRR train dispatcher for the past 12 years, A. G. Burkett, 4855 Monroe St., lot 608, Toledo, Ohio 43623, keeps in touch with railroading through our magazine, *Pennsy* and the *Mutual Beneficial Association Magazine*. Says he: "Sixteen of us, living in and around Toledo, have a working Morse telegraph line in our homes, which helps us to keep young. We enjoy each other's fists and bugs. Five of the 16 are still working. As I write, a retired Western Union wire chief is sending a message over our wire." ●

OUR oldest reader, so far as we know, is James F. Bridges, who was born July 12, 1863, on a farm near Ramsey, Illinois. When he grew up he worked for the Rock Island, the Yosemite Valley & Pacific Coast, and the Santa Fe railroads. While employed in the daytime as a Santa Fe telegraph operator at Oliver, Calif., he would drive a horse and buggy 4 miles over a dirt road to Anaheim to take charge of the music in a revival meeting. From 1901 to 1916, he worked for the San Pedro, Los Angeles & Salt Lake (now part of the Union Pacific) when it was being built.

"Later," Jim recalls, "when I was UP station agent and telegraph operator at Egbert, Wyo., 25 miles east of Cheyenne, I also had the post office in one corner of the waiting room, where cowboys and ranch owners got their mail. One winter night, after closing the depot, I accompanied some cowboys to their ranch for an evening's entertainment. At 10 p.m., when it was time for me to return home to the depot, the cowboys offered to give me a ride; but I said I wanted some exercise and I walked back through 4 miles of snow."

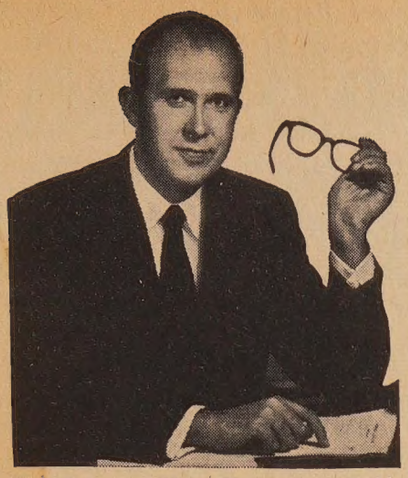
When Jim reached the age of 99 he wrote a song entitled "Sunshine in Your Home," and composed the music for it. He sells this sheet music for $1; says he has already sold 350 copies. Jim Bridges is a grand old man. He is alert and healthy at the age of 102 and lives at 8756 Ashcroft Ave., Los Angeles, Calif. 90048. Next month we hope to tell the reasons for his healthy old age. ●

OVERSEAS. The railroad car used in Sir Winston Churchill's state funeral has been sold to Darius Johnson of Industry, Calif., near Los Angeles, and will be exhibited in America as a museum piece. The 40-year-old car took the statesman's body from Waterloo Station, London, to Handborough for burial last February and since then had been kept on a siding. Richard Marsh, a Labor member of Parliament, denounced the British Railways for selling a historic relic upon which "Britain should have first claim" and said the price was "ridiculously low."

Unlike most American railroads, the French National system is actively interested in passenger business. It is building experimentally an aerotrain, a high-speed passenger carrier borne on an air cushion, that is expected to be ready by 1967 to travel as fast as 248 miles per hour. (Years ago, French electric locos exceeded 206 mph in test runs.) A working model of the aerotrain, half size, will be tested this year on a six-kilometer stretch of track outside Paris. Engineer Jean Bertin, who designed the train, says the model is capable of 124 mph.

After 15 months of full-scale trial runs by four automatic trains into and out of London, England, it was announced that the tests have been successful and the new Victoria line will operate with automatic trains. The equipment, including impulses from trackside equipment, accelerates, brakes and stops the trains. Officials say that it cuts staff and electric current costs.

British Railways has opened several new loos, or powder rooms, at London's Victoria Station. Described the *Daily Mail* as "the chrome temple of hygiene," a loo will enable the user to take a bath, have a shave and shampoo or get a suit pressed, all for six pennies (7 cents). ●



Don Bolander, M.A., University of Chicago; B.S., Northwestern University; Director of Career Institute; authority on adult education.

Shamed by your English?

You can soon speak and write like a college graduate if you let me help you for 15 minutes a day.

LET'S BE FRANK

If you've ever been shamed by a mistake in English, maybe I can save you from years of disappointment.

You see, none of us will ever go any farther than our ability to speak and write will let us go.

I have met countless numbers of intelligent men and women who are being held back in their jobs and social lives—often without knowing it—because they couldn't express themselves fully and easily.

What About You?

Could *you* get ahead faster with a command of good English? Just ask yourself these questions:

Even with all your ability and ambition, how long has it been since you had a promotion?

Even with all you have to offer, when people get together at work or at parties, are you the one they listen to?

Be Honest with Yourself

If people are not impressed by the way you speak and write—and, if you're honest enough with yourself to admit it—you have already taken the first big step to success.

The Next Step Is Easy

You can master good English *without going back to school.* Over the years I have helped thousands of men and women to stop making embarrassing mistakes in English, increase their vocabularies, and become interesting conversationalists—*right in their own homes.*

Here's What to Do

I can help you, too, if you will give 15 minutes a day to the Career Institute Method of mastering good English. My answers to the following questions will show you how quickly and easily you can stop being ashamed of your English, and *do* something about getting ahead.

Question *What is so important about my ability to speak and write?*

Answer People judge you by the way you speak and write. Good English is absolutely necessary for making a good impression and getting ahead in business and social life. You can't express your ideas fully or reveal your true personality without a sure command of good English.

Question *What does a "command of good English" mean?*

Answer It means you can express yourself clearly and easily without fear of embarrassment or making mistakes. It means you can write well, carry on a good conversation—also read rapidly and remember what you read.

Question *Are there other advantages to be gained by acquiring a command of good English?*

Answer Yes! Words are actually "tools of thought." The more you learn about words and how to use them to form and express your ideas, the better your *thinking* becomes. For this reason a command of good English often pays off in unexpected ways.

Question *Wouldn't I have to go back to school for a command of good English?*

Answer No, not any more. You can gain the ability to speak and write like a college graduate right in your own home—in only a few minutes each day.

Question *Is this something new?*

Answer Career Institute of Chicago has been helping people for many years. The unique Career Institute Method quickly shows you how to stop making embarrassing mistakes, gain a colorful vocabulary, write clearly and well, and discover the "secrets" of interesting conversation.

Question *How do I know it works?*

Answer There are thousands of letters in my files, testimonials from people in all walks of life who have used the proved Career Institute Method to achieve amazing results. If you send in the coupon below, I will share some of these letters with you.

Question *How long will it take me to learn to speak and write like a college graduate, using your method?*

Answer In some cases people take only a few weeks to gain a command of good English. Others take longer. It is up to you to set your own pace. In as little time as 15 minutes a day, you will see quick results.

Question *How can I find out more about the Career Institute Method?*

Answer I will gladly mail you a free 32-page booklet which explains the new easy-to-follow Career Institute Method and tells how you can master good English quickly and enjoyably at home. Send coupon, card, or letter today to Career Institute, 30 E. Adams, Chicago, Illinois 60603. No salesman will call.

DON BOLANDER, Career Institute, Dept. 4-K, 30 E. Adams, Chicago, Ill. 60603
Please mail to me, without obligation, a free copy of your 32-page booklet,
HOW TO GAIN A COMMAND OF GOOD ENGLISH.

NAME_____

STREET_____

CITY_____ STATE_____ ZIP CODE_____

If 18 or under, check here for special booklet. ☐

TWO experimental high-speed rail systems have been given the right-of-way by Congress for three years of research and development. A $90 million bill would allow the Government to work with and finance pilot projects between New York and Washington and New York and Boston.

The Pennsylvania Railroad would co-operate with the New York-Washington project, which involves the purchase of up to 50 individual-motored coaches that could travel up to 150 mph. The New Haven would operate the New York-Boston project. ●

THREE of the railroads which Norfolk & Western and Chesapeake & Ohio proposed to acquire in their merger have expressed opposition to the plan. Daniel A. Benson, president of Boston & Maine, said the terms are "completely unacceptable" and added: "The suggested stock exchange ratio fails completely to take account of B&M's vastly improved financial condition."

Robert G. Fuller, chairman of the Erie-Lackawanna's finance committee, said the merger terms were "completely unrealistic" but assumed they would be subject to negotiation. Delaware & Hudson also said the terms appear to be unacceptable.

The gigantic merger, which has been hailed in some quarters as an economic cure-all for the ailing railroad industry, came to light when directors of the C&O and N&W announced they had approved such a merger.

If approved by the stockholders and the ICC, the proposed N&W-C&O system would have 26,460 miles of road between the East coast and the Missouri River, and total assets of nearly $6 billion. It would further shrink the nation's railroad network and reduce the Eastern systems possibly to only two.

Chief Executive Officers Alfred E. Perlman and Stuart T. Saunders of the NYC and PRR., worried by the prospective new competing giant, declared that "this makes it absolutely necessary that the Pennsylvania-New York Central merger be approved (by the ICC) at an early date." ●

PASSENGER-TRAIN BLUES. One of the nation's first long-distance passenger trains, the *Dixie Flyer,* made its last 730-mile run September 21st from Atlanta to Evansville, Indiana. The train was established in 1885 but in recent years had been losing so much money that the Louisville & Nashville had to discontinue it.

Following in the Katy's footsteps, the Chicago Great Western will soon be the second big road in U.S. to drop passenger service. With the ICC's permission, CGW has discontinued its last two passenger trains, which are said to have carried fewer than 19 cash customers a month between Omaha and Minneapolis. The only vigorous opposition to the railroad's move came from a funeral director in Clarion, Iowa, who said he had been receiving from 8 to 10 corpses a year on the two trains. The Soo Line may drop all passenger trains very soon.

Florida East Coast trains have been carrying an average of only 30 passengers a day since last August 2nd, when the road resumed passenger service in obedience to a Florida Supreme Court order. FEC has been operating with limited forces since Jan. 23, 1963, when the non-operating rail unions walked out in a wage dispute.

No. 71, the Santa Fe's early morning passenger train from San Diego to Los Angeles, ran out of diesel fuel the other day and stopped near Oceanside, Calif., reports Dave Sacks forcing about 100 disgruntled commuters to wait two hours for the next train or else find other means of transportation to their jobs.

One of the cities without passenger service is Wilkes-Barre (population 63,-551, census of 1960) and the same applies to Luzerne County (pop. 346,-972), of which Wilkes-Barre is the county seat, reports Sterling A. Taylor, 127 S. Hancock St., Wilkes-Barre, Pa. This area used to have passenger service on 5 steam roads (LV, CNJ, DL& W, D&H, and Pennsy) and 2 electric lines (Lackawanna & Wyoming Valley and Wilkes-Barre & Hazleton).

Norfolk & Western ran passenger trains throughout Cleveland on September 10th for the last time, the trains being Nos. 5 and 6, on the former Nickel Plate Road, between Buffalo and Chicago, reports A. J. Kleimsmith. The N&W said it lost around $750,000 a year on these trains. Only 3 persons showed up to protest their discontinuance. Probably 2 of them were railfans. Both the New York Central and Erie Lackawanna used to run passenger trains linking Buffalo and Chicago through Cleveland. ●

BACK in the 1920's, while braking on the Denver & Rio Grande narrow-gage Gilbert A. Lathrop (now living at 179 Edlun Rd., Grand Junction, Colo. 81501) had the following experience:

"I was working for a conductor named Gribben. We headed west of Gunnison through the Black Canyon, over Cerro Summit and Montrose, then on to Ouray, known as the Switzerland of America. We had orders to pick up a carnival, which was loaded on narrow-gage cars, and haul it to Ridgeway. Ridgeway was a railroad town. The Rio Grande Southern back shops were located there and we had a transfer with that slim-gage pike.

"The carnival was a rather seedy outfit with a mangy monkey or two, a feeble elephant, some reptiles, and 6 or 8 employees. We set them out on a spur, where they could unload, and promptly forgot them.

"Our little caboose was just big enough for 3 bunks and a tiny cooking space with a coalburning stove. Along about 5 p.m. our crew began playing poker to kill time until our connection off the RGS arrived, supposed to be around 9 p.m. Suddenly we heard a commotion on the caboose platform, the door slammed open, and one of the hardest-looking females I'd ever seen stomped in. She wasted no time on formalities.

" 'You fellers got heat and some bedding in this caboose?' she asked in a throaty voice.

"Sure we have," Gribben assured her.

" 'Then give me a hand out here.'

"We all followed her out to the platform. Holding onto a hand-rail to keep from falling was a beautiful, frail, golden-haired girl who wore no make-up and looked as if she was about to pass away. Together we got her into the caboose. Gribbon unrolled a bed and we laid her on it. She was moaning pathetically.

" 'I told her not to do it,' rasped the older woman.

" 'Do what?' asked Gribben.

" 'Jump into that swimming pool like she did. She's just had a miscarriage from it and almost died. She came from the carnival. You fellers'll have to help me take care of her. There ain't a doctor in this town.'

" 'Is she married?' I asked.

"The older woman shook her head. 'She didn't want the baby anyhow.'

"The girl shook with chills. None of us knew what to do but stir up the fire. We spent the most nerve-wracking few hours I've ever known, wondering helplessly what would happen if she died in the caboose.

" 'Why didn't you take her to the carnival where she belonged?' Gribben asked the older woman.

" 'We did. The damned cattle troupe wouldn't even let her inside the tent.'

"About 8 p.m. the blonde suddenly sat up. 'I think I'm all right now,' she told us, smiling feebly and slipping her legs over the edge of the bunk. The other woman helped her to put on her shoes and the two of them left together. We were called for 10 p.m. I never heard what finally happened to the girl, but I've often thought of her. That was about 40 years ago. A lot of things happened on the railroad in those days that never got into a book." ●

New Rubber Stamp Business Pays Beginners UP TO $9.20 an hr.

Start at home in spare time with this little table top machine

The multi-million dollar Rubber Stamp Business—once controlled by a few big companies—is now being taken over by small home operators—one in each community throughout the U.S. Men and women who have this inexpensive machine can turn out huge quantities of Rubber Stamps with special wording that buyers once were forced to order from big cities. Material costing only 27c makes a stamp that sells for $1.80. The machine that does the work is simple and easy to operate and it turns out as many as six Rubber Stamps at a time each with different wording such as names, addresses, notices, stock numbers, prices and other "copy" needed by offices, factories and individuals.• Working full capacity, it can earn as much as **$9.20 an hour for the operator!** Now you can get into the big-pay business yourself, with your own home as headquarters. You don't need any experience. We supply everything, including complete instructions and eight ways to get business coming in fast. Start making up to $9.20 an hour from the very beginning. Cash in on the profitable Rubber Stamp business in your community right away.

WE HELP FINANCE YOUR START IN BUSINESS

TAKES UP ONLY 2 SQUARE FEET OF SPACE

● Read the complete and fascinating Rubber Stamp-story in a big 110-page Book. Learn how we even help finance your start. The Book is profusely illustrated with more than 100 pictures and photographs. *And you can read it for a full two weeks without risking a penny of your own money!*

NEW WARNER SUCCESS PLAN

Here's what the new WARNER PLAN Tells You about Making Money with RUBBER STAMPS

1. **HOW TO** have fun ***now*** and at the same time provide for a secure and prosperous ***future.***
2. **HOW TO** check the advantages of operating a Rubber Stamp Business in your own community.
3. **HOW TO** acquire a general knowledge of the business based on a brief history of the Rubber Stamp.
4. **HOW TO** visualize the scope of the Rubber Stamp market.
5. **HOW TO** make a Rubber Stamp (general outline).
6. **HOW TO** assess the value of Warner Equipment.
7. **HOW TO** get acquainted with the "Tools of your Trade."
8. **HOW TO** make a Rubber Stamp (Specific procedure).
9. **HOW TO** mount a vulcanized Rubber Stamp.
10. **HOW TO** make "Special" Rubber Stamps.
11. **HOW TO** cut plastic Matrix Board for the chase.
12. **HOW TO** get the right price for the Rubber stamps you make.
13. **HOW TO** price your complete Rubber Stamp Line.
14. **HOW TO** figure costs so you will be sure of a substantial profit on all the work you turn out.
15. **HOW TO** set up your workshop.
16. **HOW TO** get the most out of Warner's "Eight Tested Sources for Getting Business."
17. **HOW TO** operate at peak efficiency when YOU ARE YOUR OWN BOSS.
18. **HOW TO** get started on a cash outlay so small that *you can get back your entire investment inside of two weeks.*

110 PAGES MORE THAN 100 PICTURES

●

Now Ready to Mail Tell Me Where to Send Your Copy

Tells How to Build—Step by Step—to Big Profits and Personal Independence

Read This Plan for Two Weeks ENTIRELY AT MY RISK!

In this amazing Plan you will find exact and detailed instructions for starting a Home Business in spare time—without giving up your present job and without risking the loss of a single pay check. The Warner Plan shows you—with pictures, photographs and drawings—just how to make Rubber Stamps just as good as those turned out by the big companies. It shows how to get orders **without canvassing or house-to-house selling.** It shows you how to expand, how to get others to work for you and how to be SURE of at least twice the money you make on your present job for a life of personal independence.

But don't make any decision now. Read the Plan first—entirely at my risk. Then—after you have made a careful investigation—after you have talked things over with your family—only then do you decide what you want to do.

The thing to do now is to get full details which I'll send you FREE. No salesman will call to urge you to buy anything. Mail coupon today—or just send a postcard—and I'll see that complete information goes out to you by return mail—postpaid.

See **COUPON**

RUBBER STAMP DIVISION, Dept. R-7-MW
1512 Jarvis Avenue, Chicago 26, Illinois

RUBBER STAMP DIVISION, Dept. R-7-MW ***Send No Money***
1512 Jarvis Avenue, Chicago 26, Illinois

Please rush full particulars. Tell me about your financing plan and about the little machine that can get me started in the profitable Rubber Stamp Business at home in spare time. Everything you mail me is FREE. No salesman will call.

NAME_____

ADDRESS_____

CITY_____ ZONE____ STATE_____

NEWS BRIEFS. Heat kinks in the rails last August derailed a Southern Pacific freight train twice. First the caboose and seven of the 48 cars jumped the track nine miles north of Victoria, Texas. Then, as the engine and remaining cars proceeded towards Victoria, ten more cars were ditched.

The world's first air-conditioned railroad dining car, the *Martha Washington,* was retired last September by the Baltimore & Ohio after 42 years of service. This car was air-conditioned in April, 1930, when it was operating on the *Columbian* between Washington and New York. The first of many previous attempts to air-cool passenger cars was made in 1884, also on the B&O, but all had failed because of space problems, vibration, or prohibitive expense.

Forty feet deep in Lake Michigan an old railroad tank car is moored to serve as a pseudo-submarine, signal-equipped, for Naval Reserve ships and planes. Compressed air pumped into the car keeps it afloat.

Long Island Railroad honored the passes of all employees of standard U.S. or Canadian railroads who applied for free rides on its midget shortline, some 1,000 feet of 16″ gage track, that encircled the LIRR exhibit at the New York World's Fair (now closed). Regular fare was 25 cents.

The European influence is prominent in a new group of parlor cars being introduced on some Canadian National trains between Montreal and Toronto. Gone are the single rows of chairs down each side of the cars. In their place are reclining arm-chairs with adjustable foot rests, arranged three abreast, two together on one side of the aisle and one on the other. The overhead luggage racks have also disappeared. Replacing them are tiered luggage compartments at one end of each car.

Prospective home-buyers who turn to the *Chicago Tribune's* Sunday real estate section, classified ads, are reminded that one important consideration in the location of a home is easy, rapid transportation. This novelty was brought about by the ingenious spotting of Chicago & North Western ads among the real estate ads for 20 suburbs served by the C&NW. ●

SIGNS OF PROSPERITY. The Pennsy will build a 150-ton-capacity covered hopper car, the largest rail equipment of its kind ever designed, to demonstrate the potential for lower cost transportation of dry bulk freight in high speed trains. Deliveries are beginning this fall on 100 new high-speed, heavy-duty, diesel freight locomotives which the Pennsy ordered from EMD, General Electric, and Alco Products, Inc.

Missouri Pacific has ordered 2,050 new freight cars and 50 locomotives, and plans to rebuild another 1,820 freight cars, at a total cost of nearly $45 million. Delivery of the new cars began in mid-September.

Union Pacific's rolling-stock program for 1966 will be the largest in its history. It will add 4,670 new cars to its present freight fleet of 56,240 freight cars and rebuild 1,486 boxcars. Total cost, including 25 new diesel locomotives, $119 million.

A production milestone was reached by Electro-Motive Division of General Motors with completion of its 50-millionth diesel horsepower. The historic 567-series engine which set this record was installed in a 2500-hp. general purpose loco for the Santa Fe Railway, one of 111 such locos delivered to ATSF this year.

A Frisco Railway subsidiary, the Frisco Transportation Co., has asked the ICC for a water-carrier certificate which will permit it to operate on the Arkansas and Verdigris rivers, hauling railroad cars, trucks, trailers, containers, etc., in a combination rail-barge service.

General Electric has increased the rating of its U25B and U25C mainline diesel-electric freight locomotives from 2500 to 2800-hp. At the same time, the rating of its U50 loco went up from 5000 to 5600-hp. Deliveries of the new units will begin early next year. The uprated locos are designated U28B, U28C, and U56. The company offers a model of the six-axle U28S featuring a new truck design suitable for high-speed freight or passenger service.

The piggybacking of mail on certain Rock Island trains began last summer. The cities involved are Chicago, Peoria, Rock Island and Des Moines. Traditionally, mail-handling is a slow, cumbersome load-and-unload process. "By using piggyback the Rock Island eliminates one loading-unloading process at each end. And with less handling, there's less damage to mail, and the Post Office certainly appreciates that." ●

RED HESSER, brakeman on the Niland-Calexico local in California, was a good caboose cook, recalls R. Hervey Angier, Southern Pacific engineman, 143 Roselawn Pl., Los Angeles, Calif. 90042. In fact, when Red couldn't go railroading he'd hire out as a cook. On one occasion, on a southbound trip, a section man's chickens were wandering all over the right-of-way. Some were under the Calipatria water tank.

"As we rolled past the tank," Hervey writes, "we saw one hurled out from under the engine, so we backed up so Red could get the carcass for a nice chicken dinner. Later, looking back, we saw him throw it off the caboose. I was curious to know why he'd done that. When we reached Brawley, I asked Red if the bird was too smashed-up to cook. 'Hell, no,' he said. 'Too tough. It must have been an old chicken or it could have got off the right-of-way before our train came by and killed it.' Just a tiny incident, yes, but ten thousand tiny incidents make up a railroad man's life." ●

GERMAN Federal Railroad features an electronic information center for passenger traffic at the World's Fair on Transportation in Munich. This device has a capacity of 4000 schedule combinations, giving the desired train information within 30 seconds by telephone dial and push button. The capacity of its electronic brain can be increased to 40,000 combinations.

Crowded ticket windows and information desks during peak travel hours will soon be a thing of the past with the German Federal Railroad. An electronic ticket-vendor is presently tested in Hannover, which can print tickets to 89 different destinations, test money, and return the necessary change. ●

DERAILMENT on the San Diego, Arizona & Eastern Railway in Southern California put 11 cars on the ground. Two truck vans loaded with beer tumbled off a flatcar into the 1000-foot-deep Carriso Gorge. The railroad wrote them off, all 72,000 cans of the stuff. The only way to get at them was over the right-of-way four miles in and four miles out and through a tunnel.

To some local people it was free beer and they were thirsty. One party tried it with a jeep but was surprised by a train in mid-tunnel. They backed into a ditch and cleared the train by an inch and a half. A trucker driver and three friends labored 36 hours in the blistering heat hauling out beer cans hid inside of truck tires. Who was waiting for them at the tunnel entrance? The police.

Then two guys on motor cycle roared into the tunnel. Their timing wasn't so good either; they dashed out with a sturdy diesel on their tail, so close that they lost their license plate. Beer wasn't worth all that trouble. It had been refrigerated, and when it warmed up it wasn't fit to drink even if were re-cooled later. ●

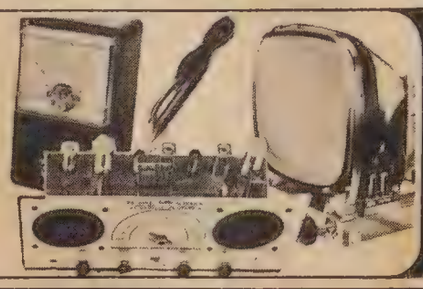
Move Up Faster — Make More Money With N.T.S. "PROJECT METHOD" HOME TRAINING

Looking for your first real job in industry? Are you stalemated in a dead-end job? Or, are you being left behind because you're not up on new industry methods? Don't let technical progress — automation — pass you up. There's an N.T.S. Project Method training program to help you MOVE UP FASTER and MAKE MORE MONEY!

N.T.S., a leading technical school for more than 60 years, **shop-tests every lesson and manual.** Easy-to-follow lessons are fully illustrated so you can learn **fast.** Look over the big opportunity home study courses below. Choose your field! Check the coupon and mail it today! You'll soon be on your way to a high-paying new career!

ELECTRONICS DIVISION

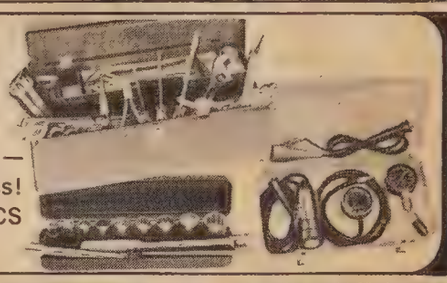
1. Electronics-TV-Radio Servicing and Communications
2. Master Course in Electronics-TV-Radio Advanced TV and Industrial Electronics
3. FCC License Course
4. Radio Servicing (AM-FM-Transistors)
5. Television Servicing (Including Color)
6. Stereo, Hi-Fi and Sound Systems
7. Basic Electronics
8. Electronics Math



Train yourself quickly for America's "big future" industry! BIG EQUIPMENT KITS come with many of the electronics courses — at NO EXTRA COST! NO KIT DEPOSITS REQUIRED — equipment is included with your tuition.

AUTO-MECHANICS DIVISION

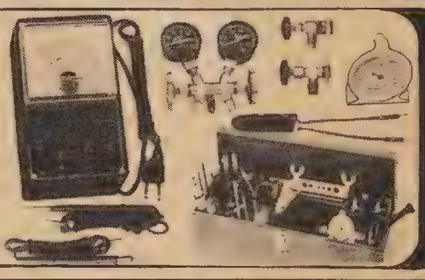
1. Automotive-Diesel Master Course
2. Automotive Mechanics
3. Diesel Mechanics
4. Engine Tune-up and Electricity



Eighty million cars and trucks need maintenance! Here's opportunity for you — in manufacturing, in sales and service — in your own auto repair business! VALUABLE TOOLS AND EQUIPMENT COME WITH ALL N.T.S. AUTO-MECHANICS COURSES! NO KIT DEPOSITS REQUIRED — NO EXTRA COST!

AIR CONDITIONING — REFRIGERATION DIVISION

1. Air Conditioning-Refrigeration Servicing Course
2. Air Conditioning, Refrigeration & Electrical Appliances Master Course



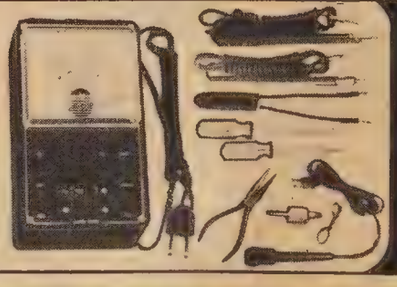
Good income in installation & servicing homes, factories, schools, hotels & motels, office buildings, stores, cars, trains, buses and in servicing electrical appliances. The trained man in these fields is in demand! BOTH COURSES COME WITH BIG EQUIPMENT KITS AT NO EXTRA CHARGE. NO KIT DEPOSITS REQUIRED.

HIGH SCHOOL AT HOME

National offers accredited high school programs. Take only subjects you need. Study at your own pace. Everything included at one low tuition. Check special High School box in coupon for full information and FREE catalog.

HOME APPLIANCES DIVISION

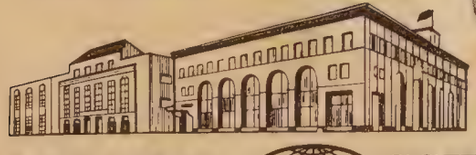
1. **Home Appliances Master Technician's Course.** Prepares you quickly for a business of your own in all phases of major and small appliance work.
2. **Home Appliances Servicing Course.** Prepares you for a part or full time job. Earn while you learn.



NO KIT DEPOSITS REQUIRED

Classroom Training at Los Angeles.

You can take classroom training at Los Angeles in Sunny Southern California. N.T.S. is the oldest and largest school of its kind. Check Resident School box in coupon for details.



SEND FOR FREE BOOK & SAMPLE LESSON

CHECK ONE ONLY

NATIONAL TECHNICAL SCHOOLS

WORLD-WIDE TRAINING SINCE 1905

4000 S. Figueroa Street, Los Angeles, Calif. 90037

YOU ENROLL BY MAIL UNDER N.T.S. "NO OBLIGATION PLAN." WE HAVE NO SALESMEN; THIS MEANS LOWER TUITION FOR YOU.

Accredited Member National Home Study Council

NATIONAL TECHNICAL SCHOOLS

WORLD-WIDE TRAINING SINCE 1905

NATIONAL TECHNICAL SCHOOLS, DEPT. 209-115

4000 S. Figueroa St., Los Angeles, Calif. 90037

Please rush FREE BOOK AND SAMPLE LESSON on Courses in the Division checked below. No obligation — No salesman will call.

- ☐ ELECTRONICS Division
- ☐ AUTO-MECHANICS Division
- ☐ AIR CONDITIONING-REFRIGERATION Division
- ☐ HOME APPLIANCES Division
- ☐ HIGH SCHOOL Department

Name_____ Age____

Address _____

City_____ State_____ Zip_____

☐ Check here if interested ONLY in classroom training at Los Angeles.

IN LESS THAN A SECOND

unexpected sickness or accident can put you helplessly in debt . . . rob you of your life's savings!

. . . DON'T WORRY ABOUT BIG MEDICAL AND HOSPITAL EXPENSES WHEN YOU ARE HOSPITALIZED AND CAN'T WORK

Service Life's new, low-cost family hospital plan

** GUARANTEED RENEWABLE
Company can never cancel
PAYS AS MUCH AS $5200 YEARLY WHILE CONFINED
** EVEN FOR LIFE!
Receive LIFE-TIME HOSPITAL PROTECTION for both sickness and accident!

PAYS YOU $100 A WEEK EVEN FOR LIFE!

★ NO SALESMAN ★ NO AGE LIMIT — ★ ALL BENEFITS PAID ★ PAYS IN ADDITION TO ★ NO MEDICAL
* WILL CALL issued to age 75 DIRECT TO YOU ANY OTHER INSURANCE EXAM NECESSARY

PAYS YOU $100 A WEEK, WHICH IS $14.28 FOR EACH AND EVERY DAY YOU REMAIN IN THE HOSPITAL, EVEN IF YOUR ACTUAL EXPENSES ARE LESS! HALF BENEFITS ARE PAID FOR CHILDREN UNDER 18 AT REDUCED RATES. For example, an adult confinement of 3 years duration would provide benefits of $15,600.00.

Don't wait until unexpected sickness or accident puts your loved ones in the hospital! These expenses are now at an all-time high. Your family needs as much protection as possible. Tne tremendously high costs of hospitalization, medical expenses and doctor bills may put you hopelessly in debt. Be adequately insured.

Service Life's new low-cost plan is designed to help you get adequate protection against such misfortunes. Take advantage of this SPECIAL INTRODUCTORY OFFER! Service Life's FAMILY HOSPITAL PLAN helps ease your financial burden with ready cash — even for life while hospitalized . . . ready cash that is PAID DIRECTLY TO YOU in addition to any other coverage you may have.

WHY THIS SPECIAL OFFER IS MADE

Since we employ no salesman, we use this means to introduce this outstanding offer. We are willing to risk the initial expense in making this SPECIAL OFFER so that you can see for yourself how good this low-cost policy is, and that you will want to keep it in force as so many others have done.

WHY THESE PREMIUMS ARE SO LOW

You deal directly with the home office. We have no collectors' or branch office expense. Costs are reduced to a minimum. Savings are passed on to you in the form of lower premiums.

WHY CLAIMS ARE PAID FAST

Dealing directly with the home office speeds claims. There are no branch offices, which adds to the cost of handling claims and where claims can be delayed. To file a claim, notify us in writing. Claim blanks are sent by return mail. You get fast action no matter where you live.

This policy is sold only by mail. Benefits are paid in all states and you have the same rights you would receive if the policy were purchased from a trusted friend in your own home town. As thousands of others have done, you too can depend on the integrity of Service Life of Omaha, domiciled in the state of Nebraska since 1923, serving the 50 states and carrying full legal reserves for the protection of its policyholders everywhere.

Hospital benefits are paid for accidents starting the day your policy is issued. Covered sicknesses are those originating thirty days after policy date; TB, cancer, heart disease, female conditions, back impairments and sickness requiring surgery are covered when originating 180 days after policy date.

** GUARANTEED RENEWABLE

Your protection cannot be cancelled or benefits reduced because of increased age or change in health — only you can cancel it. This policy is Guaranteed Renewable as long as the premium stated in table of premiums is paid, and even provides you with a full 31-day grace period. Premiums can only be changed when done for all policyholders in your state.

NO LIMIT ON THE NUMBER OF TIMES YOU CAN COLLECT

There are no penalties or assessments for the number of times you are hospitalized. You are paid for each covered confinement. Pre-existing conditions stated in your application and not excluded are covered after your policy has been in force for three years.

EXCLUSIONS: The policy does not cover suicide, venereal disease, intoxication, criminal acts, military risks, mental disorders, dental treatment (unless for fractured jaw), maternity (except by Maternity Rider at small extra cost) and rest cures.

NO MEDICAL EXAMINATION NECESSARY

Since you fill out a statement of your personal health and mail it to us, no medical exam is necessary. These policies are issued to persons in good health and the Company does reserve the right to verify the information on your application at its own expense if deemed necessary.

HELPS YOU GET THE BEST HOSPITAL CARE

Enter any hospital which meets minimum standards of the American Hospital Association. This does not include government hospitals, sanitoriums, convalescent homes, or similar facilities.

SPECIAL COVERAGES MAY BE ADDED

At small extra cost, you may add surgical-medical benefits; maternity benefits to cover pregnancy or its complications. For information on each, check application.

SPECIAL OFFER.. $1

COVERS YOU AND YOUR ENTIRE FAMILY FOR THE FIRST MONTH. AFTER THE FIRST MONTH, PAY THE LOW PREMIUMS LISTED BELOW.

MONEY-BACK GUARANTEE!

Actual policy is mailed direct to you. Examine it in the privacy of your home. No salesman will call. If you don't agree this policy is everything we say it is, return it within 10 days and your money will be refunded.

HERE ARE THE LOW RATES FOR EACH MEMBER OF YOUR FAMILY

EACH PERSON	Monthly
Under Age 18	$ .75
Age 18 to 39	2.00
40 to 49	3.00
50 to 54	3.50
55 to 59	4.00
60 to 64	4.50
65 to 69	5.00
70 and over	7.10

FILL IN AND MAIL TODAY! Takes only a minute

SERVICE LIFE INSURANCE COMPANY OF OMAHA, Dept. D-81
1904 Farnam St., Omaha, Nebraska 68102

Enclosed is $1.00 for one month's insurance. I hereby apply for a FAMILY HOSPITALIZATION POLICY for myself and those dependents, if any, as shown below.

Full Name of Applicant_____ Sex__

Address_____ Date of Birth_____

City_____ Zone_____ State_____

Occupation_____ Height_____ Weight_____

ONE POLICY MAY INCLUDE AS MANY AS ARE IN THE FAMILY (Policy for 1 person may be issued to adults only). (Please print full names of members whom you wish included in this policy)

	FIRST NAME • MIDDLE NAME • LAST NAME	DATE OF BIRTH MO.	DAY	YR.	HEIGHT	WEIGHT	SEX
1.							
2.							
3.							
4.							
5.							

1. Are you and all persons named herein now in good health and free from any physical defects or deformities to the best of your knowledge?

2. Have you or any other person named herein during the last five years had any medical or surgical advice or treatment or any other departure from good health? Yes_____ No_____ If the answer is yes, please give details_____

3. What other Hospital insurance do you carry?_____

I have read the foregoing questions and I represent and affirm each answer to be true. I agree to accept the policy that may be issued upon this application. I also agree that the company shall not be liable for payment of any benefits upon sickness, disease, or injury, arising prior to the date of acceptance of this application except as provided in the policy. I reserve the right to return the policy within 10 days and receive my money back if I should decide not to continue it.

Dated this_____ Day of_____ 19__

SIGNATURE_____

(Applicant) Head of the Family or Individual Applying Be Sure to Sign
WRITE—DO NOT PRINT

Please send information about your— Surgical Medical Expense Rider ☐
Adult Benefits for Children ☐ Maternity Benefit Rider ☐

Snow on the Rails

Yuletide '64: the Baltimore & Ohio's *Capitol Limited* arrives at Willard, Ohio, a town named for former B&O president.
Photograph by Miss Eileen J. Wolford, 18½ Steele Ave., Shelby, Ohio 44875

Photograph by Mac Owen, Newcastle, California

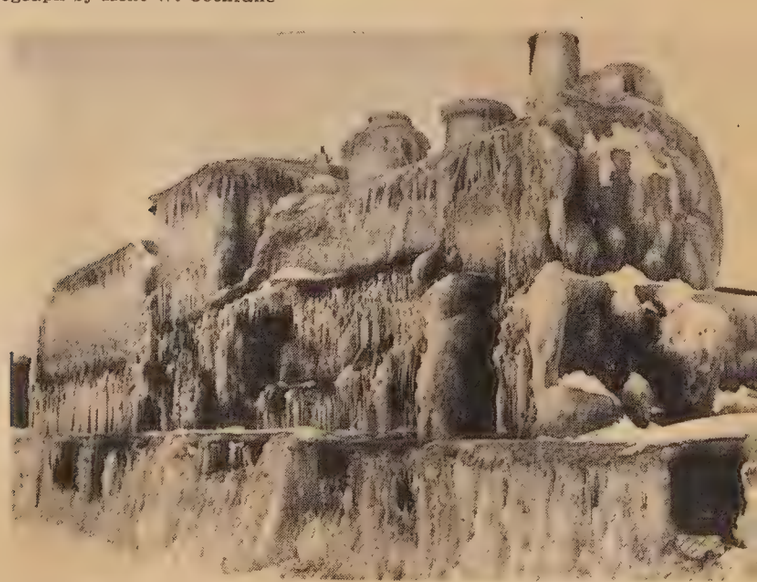
Recent addition to the Camino, Cable & Northern, a tourist-attraction railroad at Camino, Calif. (see page 30), is Shay No. 14 from the West Side Lumber Company. The CC&N tracks were laid on the roadbed of another logging outfit.

Sometimes Union Pacific brakemen had to dig out the snow that covered switches at West Yellowstone, Montana, after a blizzard. To make the switches easy to find in deep snow, employes planted a sapling beside each one, as shown here.

Union Pacific Railroad photo

It's hard to recognize the Western Pacific yard at Portola, Calif., after a hard snowfall. Can you imagine the labor involved in shoveling away the white stuff in order to get the rotary equipment moving?
Western Pacific photo

February 21, 1947: the new Haven Railroad used to have snow flangers on the front of some locomotives, such as this one on No. 432 at Plainfield, Connecticut.
Photograph by Kent W. Cochrane



"The Iceman Cometh." In this case the ice man is old No. 15 of the Virginia & Rainy Lake, a logging railroad in northern Minnesota, pictured at Duluth in Feb. '38, swept by a northeaster from Lake Superior.
Photograph by Robert E. Krause

The 4-4-0 bucking the drifts at Mineola, N.Y., was No. 223 of the Long Island Rail Road, Class D-16sb. Joseph Burt made the photo Jan. 16, 1910. It is reproduced in large size and on slick paper as one of the 577 illustrations in a new book, *Steel Rails to the Sunrise*, written by Ron Ziel and George Foster.

A Rock Island switcher waits, possibly for orders, in front of the depot at Newton, Kansas, on a cold, gray, winter evening.
Ed Wojtas (CRI&P)

The Central Pacific (now SP) used seven diamond-stacked Eight-wheelers to push its No. 1 wedge plow at Toana, Nevada, in 1874. We don't see any snow on the ground, but maybe these crews were setting out for blizzard-whipped mountain country.

Trainloads of fragrant Christmas trees are being shipped to market right now from Maine and various other localities in the United States and Canada.

(Below) This tree brightened a New Haven caboose many years ago.

Photograph by Kent W. Cochrane

THE SAGA OF HIGH-T

by Freeman Hubbard

assisted by Robert West Howard

Reprinted from Steelways (U.S. Iron & Steel Institute)

A wooden T whittled by Robert Stevens in 1830 was the model for the nation's first all-metal railroad rail and contributed much to America's greatness.

Photograph by Ed Wojtas of the Rock Island's Public Relations Staff

WHEN people get to talking about Paul Bunyan, John Henry or other American giants who are supposed to have built up the mountain ranges and dug the hole for the Great Lakes, we like to tell about Robert Stevens and the afternoon he whittled the U. S. A. out of a pine block. His story is as real as a 1,000-ton train traveling 1,200 miles in half a day or less on rails whose top is just eight inches above the ground.

It happened during the summer of 1830 in the musty cabin of a sailing ship beating up past Montauk and the Nantucket shoals on the great-circle route to England.

Stevens, a wiry, little man in his mid-forties, sat on a bench staring at a square of pine the ship's carpenter had given him that morning. He held a horn-

handled jack-knife in one hand and a piece of chalk in the other. For a half hour at a time, he would sit and stare at the block, then reach out to make another chalk mark on its face. Finally, when he had drawn a figure that looked like a broad-based, capital letter T, he began to whittle.

The cabin boy didn't notice anything unusual about the pile of shavings he swept up next morning. They looked like ordinary slivers of pine scattered around the base of the high-T, 3½ inches from flange to tip and 2⅛ inches wide at the top. He took them down to the galley where the cook used them for kindling.

Figuratively, they were the biggest slivers in history. One of them was Chicago, another was St. Paul, a third Omaha and a fourth Los Angeles. The high-T itself was the ribbon to tie the continent together.

Robert Stevens' wooden T was the model for America's first all-metal railroad rail. During the next century, more than 160,000,000 tons of steel and iron would be molded to its pattern. The nation's largest cities would grow up at its crossovers. The prairie that geographers had once labelled "The Great American Desert" would become the world's biggest granary and supplier of food.

Legends and folk-music would build around the sounds made by driving wheels humming across the high-T, and the deep chants of its section-hands and builders. Within two generations, Abraham Lincoln would tell his cabinet that twin bands of it, from the Atlantic to the Pacific, were a military and economic "necessity" to hold the Union together.

As president and chief engineer of the Camden & Amboy Railroad being built in New Jersey in 1830, Robert Stevens was off to purchase a locomotive similar to the *Stourbridge Lion,* an English-built engine which had inaugurated American railroading the year before. As his ship plowed through The Narrows, out of New York harbor, he stood on deck pondering the faults of the makeshift wood-and-iron rails.

The broad-based high-T of rolled iron was his answer. That, he concluded, would stand the steady pound-pound of the locomotive's drivers, hold up in all kinds of weather and keep the flanged wheels to the right-of-way.

After long pleadings, a family friend agreed to roll some of the T-rails at a plant in Wales, if Stevens would guarantee to pay any and all damages that might occur to the plant equipment.

The first lot of rails curled up in the cooling vats like angle-worms. Others cracked and chipped. The mill broke down a half-dozen times. Totally new techniques had to be devised on the spot. Finally, on May 16, 1831, the first delivery of 550 rails reached Camden. Each rail weighed 36 pounds to the yard and averaged 18 feet in length. These rails made history.

To hold them firmly to the stone blocks ordered from the Sing Sing prison quarry at Ossining, N.Y., Stevens had designed hook-headed spikes to clamp over the flange of the T's base. When deliveries of "Sing Sing" stone failed to keep pace with the tracklayers, he ordered square wooden ties to be used as substitutes.

The *John Bull,* a ten-ton locomotive, began to haul trains between Camden and Amboy in the fall of 1832. The wooden ties gave a smoother roadbed than the stone blocks.

THERE were 40 miles of railroad in the U.S.A. that year. But with the birth of the iron high-T, railroads began to march up and over the eastern mountains. Another 2,800 miles were built before 1840. Chicago was born as a railroad junction. Pittsburgh became the magnet of high-T ribbons running across the Alleghenies from Baltimore and Philadelphia.

In 1850 it was possible to travel by rail from northern Vermont to Wilmington, N.C., or from Boston to Buffalo and, after a boat ride up Lake Erie, on across the new state of Michigan.

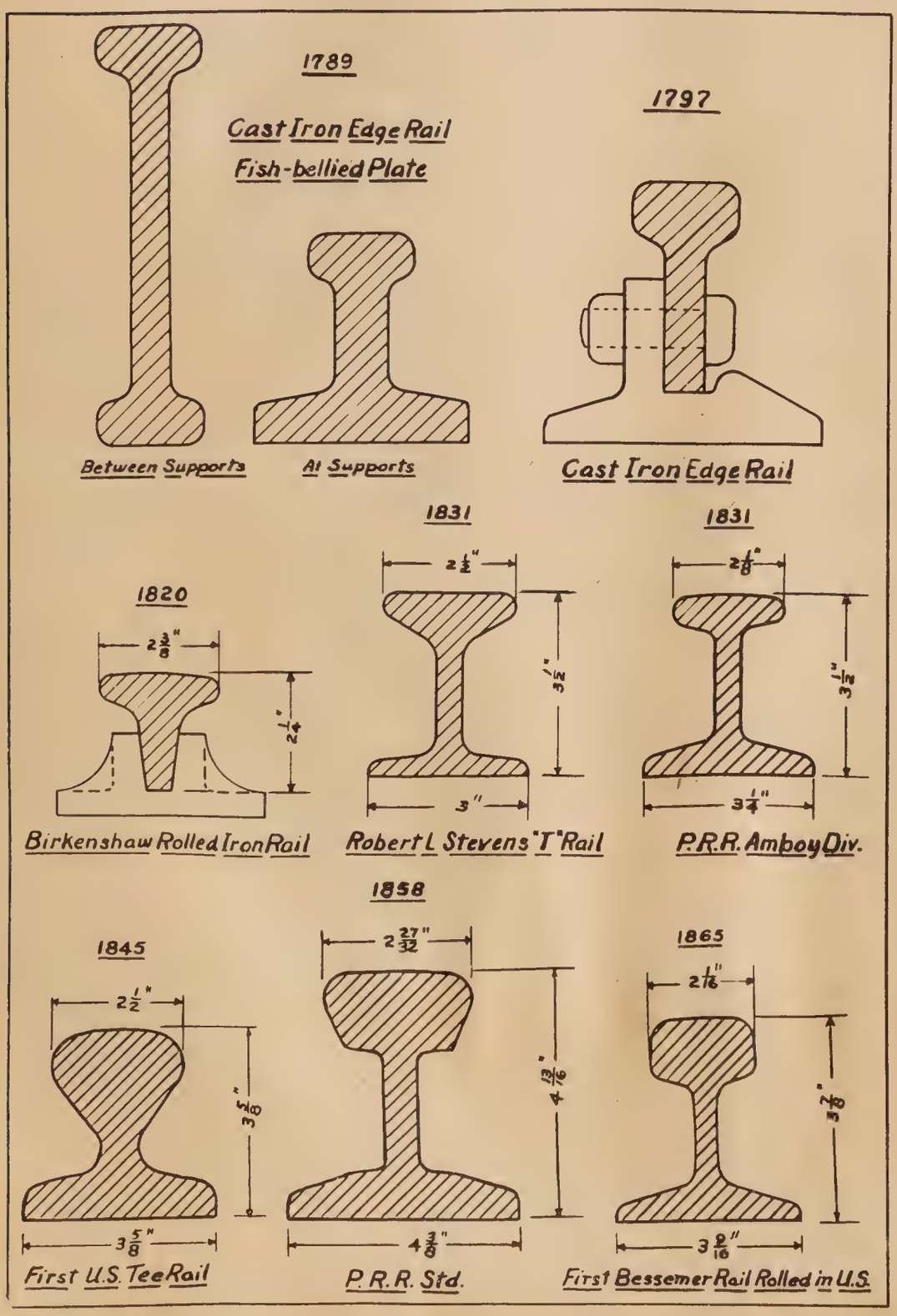
As trains grew in weight and speed, the iron high-T grew with them. Not all railroads used Stevens' model. One English rail that found early use was the Clarence. Made of rolled iron with a flat top, its base was knob-shaped and fitted into a "chair" of cast iron which, in turn, fastened to the ties.

The rutway, cut into stone paving to guide chariot wheels, was the first ancestor of the railroad track. Here are two ancient rutways: (top) near Syracuse, Sicily, where a Greek colony flourished, and (lower) in old Rome.

Wrought-iron rails, laid by hand, were used on our first transcontinental line.

Section of original Camden & Amboy line, laid 1831, still extant near Jamesburg, N.Y., shows some of the first T-rail ever designed and the old hook-headed spikes used with it. The diagrams below illustrate rail history up till a century ago.

Photographs from Pennsylvania Railroad



Robert Stevens himself abandoned the high-T in 1845 when he devised a heavy, pear-headed rail that, although superior in durability, had to be clamped to the ties by "chairs" and wooden braces. Finally, in 1858, the Pennsylvania Railroad took a drastic step and redesigned the rail back to Stevens' original model. Gradually, the high-T became standard for all roads.

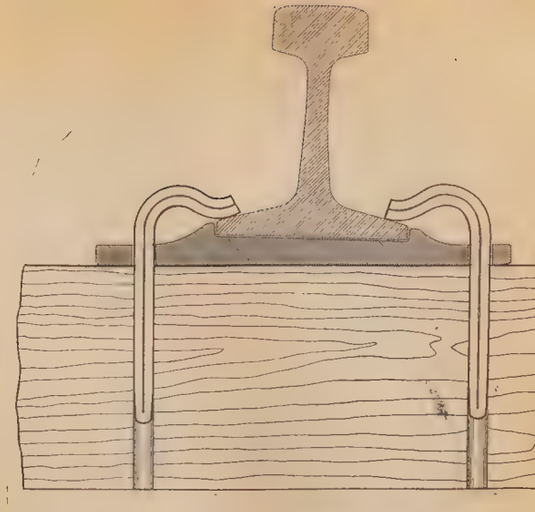
The rails had pushed west to St. Joseph, Mo., when the Civil War began. Small lines were building in Texas and California. Abraham Lincoln, a year before, had gone to Council Bluffs, Iowa, to stare across the Missouri River and promise that, if elected, he would urge Congress to grant funds for the construction of a railroad to the Pacific Ocean.

Yet, across all the 30,000 miles of the high-T's new empire, trouble loomed. Locomotives had grown from three to ten to 25 tons in weight. Freight trains weighed 400 tons, numbering 10 and 20 cars at a time. The rolled-iron rail had grown, desperately, to keep pace. Some heavy-duty rail was six inches high and weighed 100 pounds to the yard.

A general superintendent of the Erie reported that "the iron rails have been broken, laminated and worn out beyond all precedent. Many portions of the road can only be traversed by reducing the speed of all trains to 12 or 15 miles per hour."

The answer was to come from England when Henry Bessemer, an English metallurgical chemist, by his discovery of a revolutionary steelmaking process in 1856, opened the doors to mass production. His first steel rails were delivered in New York, for $250 a ton, in the year 1863, the year of Vicksburg and Gettysburg, of the Emancipation Proclamation, and the beginning of the Pacific Railroad.

Some strap-iron track of Lexington & Ohio (now L&N), laid 1831, has been unearthed and relaid on the University of Kentucky campus at Lexington.



Cross-section of modern track, showing the T-rail, tie-plate, tie, and clamps.

On May 24, 1865, the first American steel rail was rolled by a Chicago rolling-mill from ingots produced by the so-called pneumatic process of Captain E. B. Ward's "Experimental Steel Works" at Wyandotte, Mich. They weighed 57 pounds to the yard and undersold the imported Bessemer rail. The price plummeted from $166 a ton in 1867 to $45 a ton in 1877.

Sweeping in over snow-capped crags and desert came the new steel bands of the first transcontinental railroad. Thirty clipper ships and schooners sailed, in a steady parade, along the 13,000-mile course around Cape Horn to carry steel rails, spikes, mallets and engineering supplies to the West Coast construction gangs.

U.S. cavalry, with Winchesters at cock against Indian raids, paced the workmen laying track at an average speed of nearly a mile an hour across the prairie. The Missouri Pacific's provisioners hired a saddle-wise kid from Iowa to provide buffalo meat for its construction gangs. The kid killed 4,280 bison in 18 months. His name was William F. Cody.

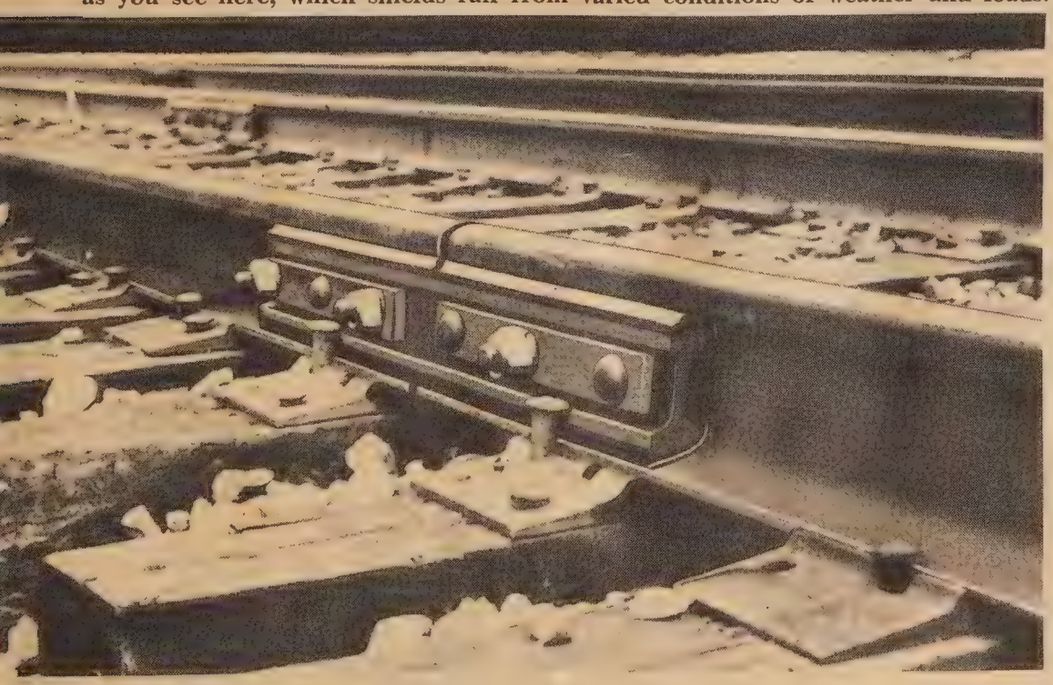
By 1880 there were 93,296 miles of railroad in the United States. A thousand towns had sprung up on the "Great Desert." Wheat was beginning to pour out of Kansas. The Corn Belt stretched from Iowa to Colorado. Steel rails, reaching into Dodge City and Fort Worth, caused cattlemen to cross the gristly, big-horned Texas steer with steak-factory breeds like the Angus, Hereford, and Shorthorn. Meanwhile, iron, copper, and silver were rumbling in from the western ranges. Nine new states were born beyond the Missouri in a 20-year period.

YET, high-T's job was only beginning. The steel rail had proven its ability to outlast 20 iron rails of the same weight. Every increase in trackage weight during the next 75 years would result in heavier trains and faster schedules. With steel, a maximum of safety and service could be attained.

In the plants of the steelmakers the high-T went under the microscope for the first time. Metallurgists discovered that rails must be rolled in such a way that the metal flows equally into the three parts of the rail: head, web and flange. And, after the intricate processing of rolling and sawing, they must be heat-treated to prevent internal cracking of the rail.

Johnson Rubber Co., Middlefield, Ohio

Robert Stevens never dreamed of a rubber-insulated, steel-clad rail joint such as you see here, which shields rail from varied conditions of weather and loads.



Modern safety device, the Audi-gage, is used to detect flaws in rails. It transmits an ultrasonic beam into the rail. The pitch in the resultant signal, heard on operator's head phone, determines the condition of the rail.

Continuous rail emerges from opening at end of special car while standard-length rails are fed into the other end. This system quickly welds 39-ft. section into quarter-mile lengths.

Easy way to get rid of snow: a New York Central yard man puts a shovelful of the white stuff on General Electric snow-melters for demonstration purposes.

Dr. Plimmon H. Dudley, shown engaged in rail research, was a powerfully-built six-footer with deep-set gray eyes. He was known as "the father of high-speed trains" because his technical knowledge and inventions led to the making of rail on which hotshots could ride safely. During the period of 1902-'15, while working for New York Central, he was largely responsible for the reduction in the number of broken rails on the Central from one in 600 to one in 142,000!

New York Central Railroad photo

(Right) Tracklaying scene on the Monon Railroad.

New steel alloys were blended and tested. More than 75 different designs of the high-T were created to meet the various needs of railroads in yards, switches, spurs, crossovers, and out along the high-iron.

Typical of laboratory accomplishment that evolved the smooth efficiency and safety of today's high-T was the work of two unrelated men named Dudley.

Plimmon H. Dudley was the chief metallurgical engineer of the New York Central Railroad. He invented the track-indicator machine which not only records the irregularities of each rail along the right-of-way but squirts paint, as an indicator to track gangs, on every defective spot in the rail face. Other experiments led him to design heavier rail that increased strength by 66 per cent while adding only 23 per cent to the weight.

Meanwhile, the Pennsylvania Railroad had hired Charles Benjamin Dudley of Ohio as America's first railroad chemist. Working closely with steelmakers, he designed the first rail breakage tests at the mills and helped standardize specifications for the chemical makeup of rails.

In 1958, production of the 2,000,000 tons of rail steel used by our American railroads was almost as exacting an operation as watchmaking.

After the high grade steel has been produced in open-hearth furnaces, poured into molds and stripped, from 8 to 15 percent of the metal is trimmed from the top to eliminate impurities that have floated to the surface of the ingot. Then this glowing steel shape will be rolled in a 20-step operation, through "roughing" and "finishing" machines designed not only to shape the rail but literally to knead and "work" it to greater tensile strength.

Uniformly cooled by another process that reduces the danger of internal shatter-cracks, the high-T is finally straightened and its bolt holes drilled. From there on out, the laboratories take over. Sections from each lot of rails are given a resilience test by hammers that, dropping a ton weight from a height of 20 feet, deliver a blow 25 per cent greater than the steel will ever receive in roadbed service.

Next, the samples are given physical examinations and put through stress tests to show that they will stretch a minimum of 6 percent without cracking. Finally, each rail is measured and checked against rail standards to make sure that it does not vary more than three-eighths of an inch in length over its 39 feet.

The railroad tracks of shining high-T that bind the continent together and carry passengers and freight are moving into new services to producer and consumer alike across the 3,500 miles of the U.S.A.

Welded 131-pound rail on the Bessemer & Lake Erie at River Valley, Pa.

MISSING: ONE LOCOMOTIVE

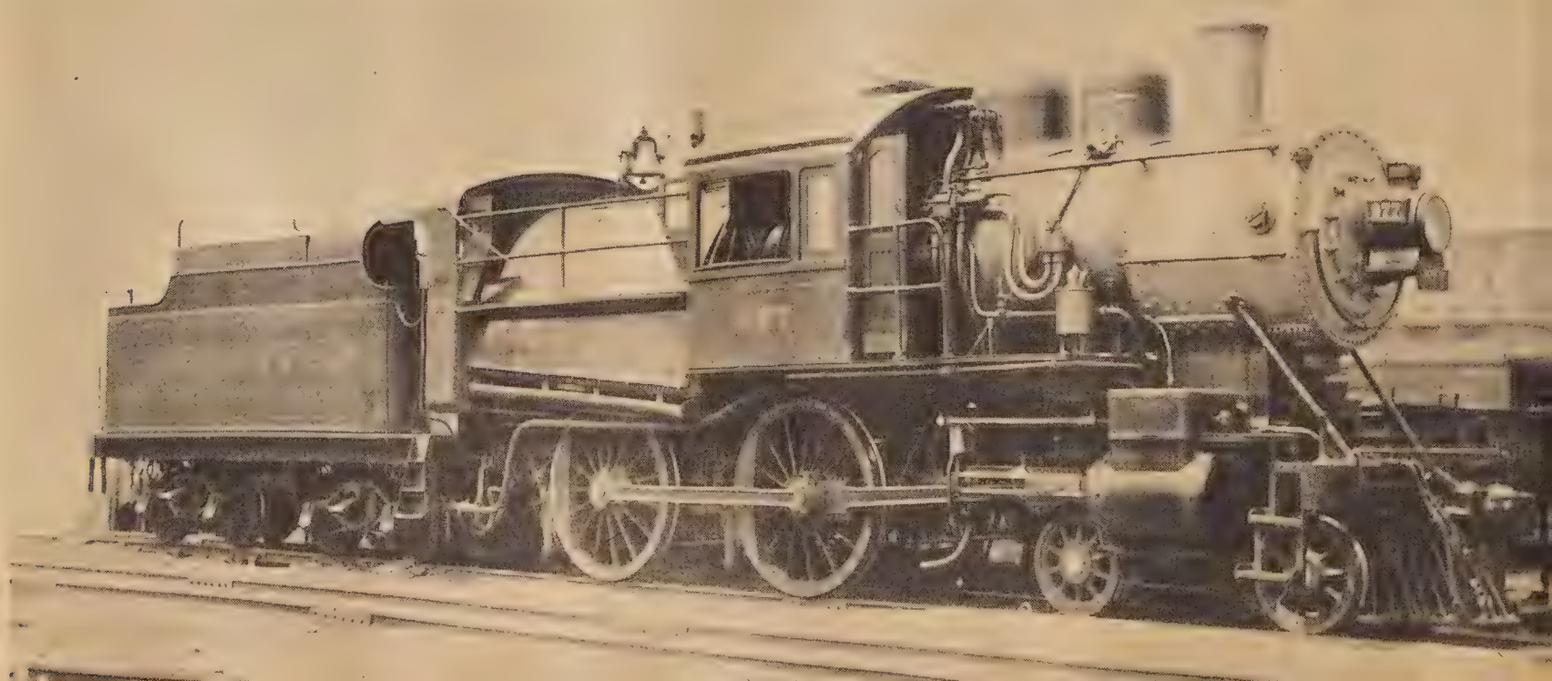
By George W. Slawson

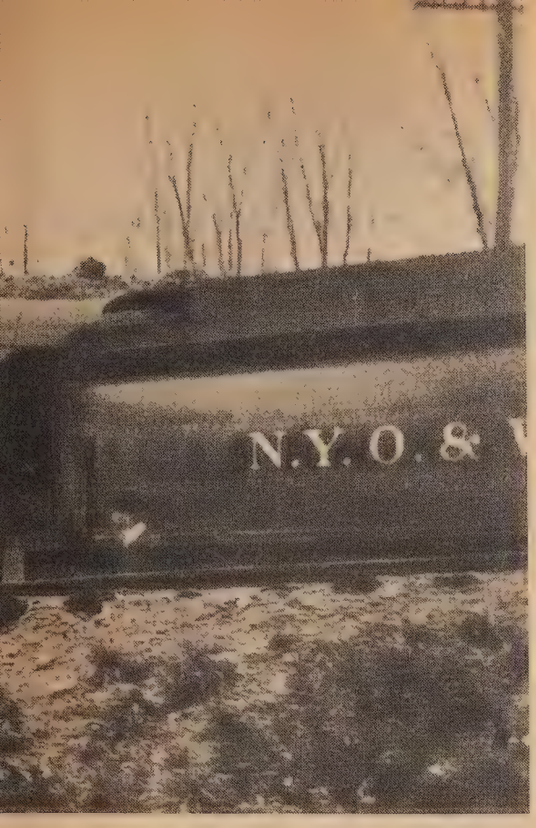
MUCH fact and fiction have been written about locomotives seized with a wanderlust and straying away unaccompanied. The story to stop all stories concerns No. 191 of the old New York, Ontario & Western. Dickson built this light Consolidation Camelback at Scranton, Pa., in 1893 but financial reasons kept the road from taking title to her until three years later.

The 191 had her share of oldtime inconveniences: a Johnson bar that required a very strong arm to move, an uncertain throttle, and a swinging-gate type of firebox door. When the engine swayed, this door had a nasty habit of latching shut just as the fireboy swung his scoop. Like all those Dickson hogs, of which there were forty, she was designed to burn anthracite and she had a Wootten firebox. Because of her wide firebox, there was no clearance for controls. The engineer had to be draped amidships of the Camelback's boiler, re-

Photo by Thomas T. Taber, 43 Hillcrest Rd., Madison, N.J.

Like the wrecked 976, this sister engine was one of a group (973-981) that Schenectady outshopped for the Lackawanna. Built in 1901, with construction number 5795, the 976 had cylinders 20x26″, diameter of drivers 69″, weight on drivers 93,000 lbs., total weight 140,000 lbs., boiler pressure 185 lbs., and tractive effort 23,701 lbs. These locos were rebuilt with superheaters, which made them a little heavier. Originally intended for anthracite, they later used a mixture of hard and soft coal. The 976 was repaired after the "cornfield meet" and performed reasonably well until she was scrapped in 1929.





Head-on collision at Oxford, N.Y., in 1912 was a freak wreck: one of the engines involved had nobody in the cab at the time.

mote from the fireman's comments.

One day in 1912 she stood in the roundhouse at Norwich, N.Y., and was called for a southbound freight. The hostler fired her up. Foreseeing a rush of work, he lined up the turntable and as soon as a slight head of steam accumulated, he eased her out of her stall and spotted the engine on a vacant track. These moves exhausted the small amount of steam that had been generated. In a hurry, the hostler closed the throttle perfunctorily and made his way along the catwalk to the firebox, where he gave further encouragement to the fire. Without bothering to return to the cab, he swung to the ground, walked back the hundred or so feet to the roundhouse, and went about his other business. He expected the engine crew to take over from there on.

The firebuilding was a great success and the steam pressure built up splendidly, but the throttle-closing was a dismal failure. As the pressure rose, steam seeped into the saturated cylinders and slowly the Camelback took off. So quietly did it happen the hostler didn't hear her depart and never dreamed that his employment with the railroad was rolling away placidly with the 191.

An irate crew descended on the roundhouse, inquiring about the 191 for which they had been called. The hostler made a sarcastic answer and jerked a grimy thumb toward where he had left her. The crew peered in that direction, saw only vacant track, and demanded more explicit directions.

The hostler looked, too, and his jaw fell open with amazement. The old girl had vanished! Suspecting an attempt at humor, he scanned the yards. The 191 was not in sight. Had he neglected to close the throttle fully? And if so, where had the locomotive gone? She was not piled up anywhere in the yards. At that moment a southbound train was standing at the station while a northbound freight was just clearing the main beyond the roundhouse. Obviously the 191 had not toured the single-track main line in either direction. The hostler scratched his head in perplexity.

He was not left in doubt for long. The division offices suddenly gave forth angry officials desirous of asking a few pointed questions. In the ensuing hullabaloo it became clear what had happened to the missing 2-8-0.

Facing south, she had started forward. The switches were lined up for the interchange with the Delaware, Lackawanna & Western, which the NYO&W goat had recently pulled. The 191 entered the interchange, rolled over and split the DL&W switch and went on a safari. Aided by a favoring grade, she gradually built up speed. One mile, two miles, five miles—and still going strong, penetrating more deeply into Lackawanna territory.

But all things must end. The 191's independent career was halted abruptly at Oxford station, 8.2 miles from Norwich, when she rammed into the Lackawanna Eight-wheeler 976, which was dutifully heading a northbound passenger train. With amazement and alarm, the DL&W engine crew watched this unexpected juggernaut approach and tried to warn her non-existent hogger by frantic whistle-blowing. When this course failed, they prudently and hastily left the 4-4-0 and ran toward the right-of-way fence.

The Camelback was still churning ahead joyously when the "cornfield meet" occurred. With a thunderous crash that you could have heard a mile away, both locomotives and the baggage car just behind the 976 accordioned, with the car partly reduced to kindling wood and the 191's drivers forced back under her tender.

Luckily, no one was killed or even injured, but the Lackawanna management was mighty sore and had to be reimbursed for the damage to its property. The careless hostler lost his job, of course. There is no record of which road he went to after leaving the NYO&W, but you can bet it wasn't the Lackawanna. ●

The NYO&W's 191, Class S, of which the 177 was a sister engine, survived the wreck and continued to give service until she was retired on October 31, 1932.

INFORMATION BOOTH

ASK BARBARA: Railroad questions are answered here by our research expert—as many as space permits. Top priority is given to subjects of general interest. Address Miss Barbara Kreimer, *Railroad Magazine*, 205 E. 42nd Street, New York, N. Y. 10017. No replies are sent by mail.

1 *Are any diesel cab units for domestic service being built in the United States today?*

No, says Sy Reich. The last domestic diesel cab unit built solely for U.S. was Illinois Central 4043, an EMD E9A, built in 1961. The last one Baldwin turned out was Baltimore & Ohio 4220 (with B unit 5214), put in service in 1953. The last one Alco built was Louisville & Nashville FA-2 No. 321, in 1956. The last one Fairbanks-Morse built was Boston & Maine No. 2, in 1958. The last one General Electric built was for the White Pass & Yukon Route, which is partly Canadian, in 1965.

2 *Does any North American railroad terminal have a free movie for waiting passengers, like the one opened October first in the Minneapolis-St. Paul International Airport?*

No. But an hour's delay in plane departures is rather common, whereas an hour's delay in train departures is rare. There is more need for entertainment in an airport than in a railroad station.

While we are on the subject, here's a little item we picked up from *Insider's Newsletter*: "The public relations chief for the Association of American Railroads, in his travels back and forth across the U.S. making speeches and promoting railroads, almost always goes by plane. His explanation: 'Since railroads lose money on every passenger, I decided to fly and not complicate things.' "

3 *With passenger business slipping from bad to worse, how do you envision the future of America's railroad industry?*

That's a pretty tall question. The best answer we can give is to summarize a survey made recently by *U.S. News & World Report*, which interviewed eight railroad heads and said most of them agree on "these basic forecasts":

Rail mergers will keep increasing; passenger trains, except on "short high-speed" routes, are largely doomed; "railroads will regain a larger share of total freight business, and handle it at a greater profit"; piggyback hauling will continue to expand, and diesel locomotives far larger than any now in use will be developed.

Unlike most of the chiefs, John W. Barriger president of the Katy, foresees a bright future for passenger trains. He pictures the day when 25-car supertrains will speed from Boston to Los Angeles in 30 hours "for a mere $75 coach fare." Such trains would average 110 miles an hour and hit up to 140.

Barriger also forecasts faster, lighter freight trains, and a huge increase in traffic volume, lower rates, and future earnings of $3 billion a year, four to five times recent levels.

He's quoted, too, as predicting "railroads will increase their business so much they will need to add thousands of workers." In fact, he foresees rail employment eventually rising back to the million mark, as against about 700,000 now.

D. W. Brosnan, president of the Southern, views more high-speed passenger trains running in the Southeast within 20 years; also, the development of tubular passenger trains racing at speeds that "will make the airlines look sick."

Other railroad chiefs had less glowing predictions, Chairman Ben W. Heineman of the Chicago & North Western pictures long-haul passenger trains as "dead" in 25 years, but a boom in commuter rail service. Other executives predict a step-up in the merger movement until eventually as few as 8 or 10 systems exist.

Chairman Stuart Saunders of the Pennsylvania sees railroads developing into "integrated transportation companies," offering shippers service by truck and aircraft as well as rail. He's also quoted as saying that shift of mail to air and trucks will "hasten the demise of many passenger trains."

Summing up, *U.S. News & World Report* says: "The men who run the railroads expect them to grow and change greatly in the years ahead. They expect to offer faster, better service. They expect to buy vast amounts of new and improved equipment."

Another magazine, *Business Week*, sees a rising trend for railroads to go into unrelated business in order to fatten profits. It cites the recent moves of the Pennsylvania into land and real estate development, the C&NW into chemicals, the Kansas City Southern into mutual fund management, the Illinois Central into electrical equipment.

4 *How are British locomotives and cars coupled together?*

Our photo of a steam engine once used on the *Royal Scot* shows the type of coupler used today not only in Great Britain but on most European roads also, as well as many in South America. To make our explanation of how it works easily understood, we shall not adhere to technical nomenclature but will describe each part simply.

First of all, there is the end link, which you can see hanging down in front of the air hose. When two cars are to be coupled this is hung over a hook on the next car. Then the screw from which the end link is hanging is tightened up with the screw bar until the buffers on both cars are pressed together.

The buffers in the photo are the large, smooth discs which you see sticking out from the engine on each side of the coupler. Thus there is little or no slack between the equipment, depending on how much the screw is tightened. For this reason European passenger trains start without jerking. However, the coupling process is a long and dangerous one, and obviously cannot hope to compare in efficiency with our automatic system.

When two cars are coupled one device is not used, but is left to dangle, whereas every time two American cars are hooked together every part of their couplers is fulfilling a definite and necessary function.

5 *Was the Pere Marquette Railroad ever known as the P&M?*

No, indeed! It operated in Michigan with a total mileage of about 2,260 including owned, controlled, and leased track and trackage rights, and is now part of the Chesapeake & Ohio. The P&M was the Plymouth & Middleborough, in Massachusetts, 15 miles, chartered 1890, opened 1892. The Old Colony leased it for 100 years, then the New Haven acquired it in '93 by leasing the Old Colony for 99 years.

6 *What is a superheater on a steam locomotive and how does it work?*

It is an arrangement of tubes through which steam passes and is "superheated" before being used to produce power. There are, or were, two kinds: the fire tube and the smokebox. Fire-tube superheaters came into use in the United States in 1910. Smokebox superheaters gave only a few low degrees of superheat and were discarded long ago.

When steam is evaporated from water with which it is in contact, its temperature is identical with that of the water. Therefore, at any pressure it has a certain temperature and is known as saturated steam. Until well into the present century most locomotives used saturated steam. A big disadvantage of this was that it naturally cooled and condensed quickly while working in the cylinders, the amount condensed being in proportion to the heat given up.

Then, more than 50 years ago, superheating devices came into wide use. In them steam is separated from the water and heated before entering the cylinders, thus increasing its temperature and its volume at the same pressure.

Superheated steam does not exert any more pressure on the cylinders, but since its temperature is much higher than that of saturated steam it does not cool and condense nearly so fast. Thus it can do more work. Superheated steam weighs less than saturated steam. The higher its temperature, the less its weight. This means additional steam from less water, reduced back pressure, and, as we said, more work done.

7 *What was the difference between Pennsy engine classes K-2s and K-3s?*

Based on official specifications, the main difference was weights and cylinder dimensions. The K-2s had 24x26-inch cylinders and weighed 283,000 pounds, while the K-3s figures were 26x26 and 293,600. However, the former had a tender which held only 7,150 gallons of water, whereas K-3s tenders held 8,100 gallons, besides having greater coal capacity and weighing more.

The Pennsy also had a class K-2sa, with practically the same specifications as the K-2s. In addition, it had a class K-2sb with small driving wheels but using the same size tender as the K-2s. The engines of Class K-3 were built with superheaters; K-2s weren't, but they became Class K-2sa when superheaters were added.

8 *Where can I find the words to a poem, "The Fever of the Rail"?*

Right here, but we don't know the name of the author.

They may talk of fevers, chills,
And a thousand other ills,
That go to make the doctor's human code;
But the worst I know of yet,
Makes a feller fuss and fret,
Is the hopeless, restless fever of the road.
With the smoke and grease and dust,
And the cinders, oil and rust
And a million funny, friendly railroad smells;
With the lights, white, green, and red,
Running through a feller's head,
Once he's worked there, why, he won't work nowhere else.

They may have their tariff rates,
And their traffic sheets and plates,
And the policies that seem to run the line,
But the whir of Number 2
When she's twenty overdue
To me is like the joy of rare old wine.
And I love the busy yard,
With the engines chugging hard,
And the whistles, bells, and sweatin', swearin' crews,
And the north and southbound freights,
And the siding clearance waits,
With the fireman a cussin' at the flues.

There's the traffic's steady stream,
And the hissin' of the steam,
And chugs, and roars, and other nameless sounds,
And there's locals always due,
With an extra work or two
And crews a gettin' ready for the rounds.

There's the wheezing noise of air,
And the headlight's guiding glare,
There's the station whistle of the through express.
Oh, the clicking of the wheel,
On the burnished strands of steel,
Is as soothing as a mother's soft caress.

When the caller comes in vain,
And another's on my train,
And I'm far beyond the reach of discipline,
When I've made my last long run
On my final "31,"
And I'm not laid out by heated box or pin,
When I've made my last mistake,
And old Time throws on the brake,
And the boys miss me when they pass the cup,
I won't heed the semaphore,
But I'll walk right in the door,
And I'll get a job in Hell a-firin' up.

London was hot that day, 33 years ago, when engine cleaners of the old London, Midland & Scottish groomed this loco for a *Royal Scot* run. (See question 4.)

9 *Is it true that American railroads quit digging tunnels about 50 years ago?*

To some extent, yes, but not entirely. The modern trend is to get rid of "rat-hole divisions" by "daylighting" or by bypassing old tunnels. A rat-hole is a tunnel barely large enough for a standard-size freight car to pass through. Daylighting means to remove tunnel roofs, making open cuts. Another present-day trend is to enlarge outmoded tunnels. These changes are being made to clear the way for jumbo-size cars, automobile carriers, and rapidly-expanding piggyback operations.

Piggyback trailers and the new high-capacity boxcars reach to 16 or 17 feet above the top of the rails. Tri-level automobile carriers are even higher, 19

feet. Railroads meet this challenge by raising tunnel ceilings, lowering tunnel floors, daylighting, re-routing track though cuts and fills, in some cases boring large new tunnels.

By making such changes, the Baltimore & Ohio cut 24 hours off the running time of its regularly-scheduled east-west piggyback and auto-carrier trains, while the Pennsy claims that its most recent clearance project enabled it to handle high-rise loads on more than 900 combinations of routings between the Atlantic Coast and the Midwest.

Another road, the Cincinnati, New Orleans & Texas Pacific, metamorphosed its old rat-hole division that stretches for 337 miles between Cincinnati and Chattanooga. To do this it bypassed nine old tunnels, bored three new ones, enlarged another, and laid almost 25 miles of new trackage. The Milwaukee Road expanded 30 old tunnels and expects to get back in traffic more than it spent on these improvements. The Rock Island lowered track grades in two tunnels, each longer than 1,000 feet.

Canadian National and Central Vermont jointly ran a special steam excursion last Aug. 21st from White River Jct. to St. Albans, Vt., sponsored by the Branford group. Photos show Randolph stop and night view of 6218 (4-8-4). **See page 52.**

Both photos by Joseph A. Mannix, 33-18 161st St., Flushing, N.Y.

10 *Why is the Chicago & North Western, unlike the other North American railroads, a left-handed operation?*

Charles T. Knudsen explains this in his new book, *C&NW Steam Power*:

Many have attributed this peculiarity to the influence of British capital and customs—neither of which is true. Like most railroads, North Western started as a single-track line. During its early stages, the construction crews pushed westward from Chicago, hauling up supplies from behind as the rails went down ahead. At planned intervals, passenger and freight stations were erected on the right-hand side. So long as the road continued to operate a single track, both inbound and outbound (with an occasional siding for passing), no problem presented itself.

By 1885, increased traffic warranted double-tracking, and construction began on the three divisions serving the Chicago suburban area. Obviously, the only place to lay a second track was on the side of the right-of-way away from the existing stations. Now, in the operation of a right-hand road, this would make the new line the inbound track. Since most commuters arrive before train time and thus need a shelter but on their return trip head for home immediately, the road chose to have inbound trains use the left-hand track next to the station.

The C&NW continued to grow in this pattern. By 1882 most stations in the Chicago area were built and the switches and signal systems designed for left-hand operation. Late in the 19th century, when other American roads were shifting to right-hand operation, North Western officials had to consider not only reversing switches and revamping their signal systems but changing all suburban stations as well. It was then agreed that, since the advantages of a right-hand system were about equal to the advantages of left-hand operation, the expense of this change-over was not thought justified.

And so today, wherever the C&NW operates a double track, you will see her locomotives and cars always on the left-hand side.

11 *When and where were color-light signals first placed in service?*

On the old Philadelphia & Trenton Railroad (now PRR) in 1866.

12 *A brief history, please, of the Paris-Lyons-Mediterranean Railroad.*

Organized in 1857, this company became France's largest railroad system, owning nearly 25 percent of all broad-gage lines in the country. Its main stem extended from Paris to Lyons and Marseilles, with many branches and extensions southeast of Paris, through the

SHORTLINES OF MONTANA

Motive power roster compiled by Sy Reich

Butte, Anaconda & Pacific Railway

Road Nos.	HP	Builder	Bldrs. Model	Wheel Arngt.	Tractive Effort	Weight	Date
39-41	?	Alco-GE	Electric	B-B	50,000	160,000	1917
42-44	?	Alco-GE	Electric	B-B	50,000	160,000	1916
45	?	Alco-GE	Electric	B-B	50,000	160,000	1916
46-49	?	Alco-GE	Electric	B-B	50,000	160,000	1914-15
50-66	?	Alco-GE	Electric	B-B	50,000	160,000	1913
101-102	1500	GM-EMD	GP7	B-B	59,550	241,959	1952
103	1500	GM-EMD	GP7	B-B	59,130	240,250	1953
104-107	1750	GM-EMD	GP9	B-B	63,140	256,290	1957
201-202	420	GE	Electric	B-B	65,425	261,700	1957
T-1—T-3	?	Alco-GE	Elec. tractor	B	?	?	1914-15

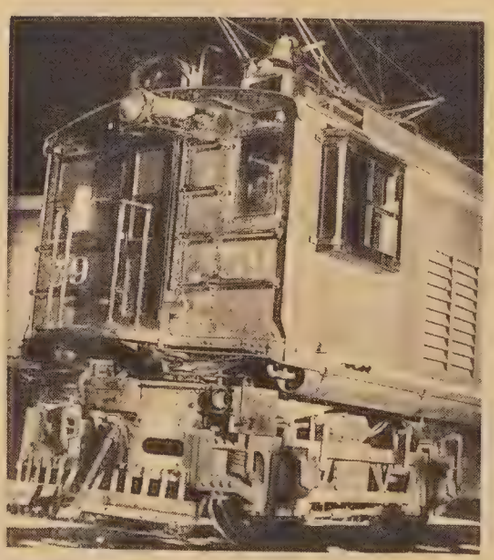
Montana Western Railway

100	600	BLH	S-4470	B-B	40,000	160,000	1955

White Sulphur Springs & Yellowstone Park Ry.

Owns two units, the specifications of which are unknown to us.

Roster is based on data from president of BA&P and general manager of MW. It is accurate as of the second quarter, 1965. For the purpose of our rosters, a shortline is defined as any common carrier railroad listed in either the Official Guide or the Pocket List of Railroad Officials, the route mileage of which is less than 400. Locomotive builders: Alco-GE, American Locomotive Co.-General Electric; GM-EMD, General Electric; GM-EMD, General Motors, Electro Motive Div.; GE, General Electric; BLH, Baldwin-Lima-Hamilton. ●



BA&P motor under heavy catenary.

Photograph by Donald Sims

French Riviera, and to the Swiss and Italian frontiers, a total of more than 5,000 miles, plus 667 miles in Algeria and Morocco. Today all but the African mileage is part of the French National rail system.

13 *The other day I saw New Haven locomotives hauling New York Central coaches. Please explain.*

This query is answered by Fred Orner, a New Haven vice president and executive assistant to Trustees: "We have leased temporarily two of our FL-9 locomotives to the Central. This was arranged as part of a demonstration project sponsored by the Tri-State Transportation Committee. It is designed to see what improvements can be made in scheduling on the Central's Harlem Division to eliminate the need for changing power at North White Plains."

Running Extra

"Where can I buy a standard-gage steam locomotive in operable condition?" asks Leon Frazier, 160 E. Center, Provo, Utah.

Poem entitled "Whistle in the Night," printed in September *Railroad,* was written by Thomas V. Barnett, according to F. W. Chapman, 915 Fourth Ave. N. Port Alberni, B.C., Canada. Tom has a 1927 copy of *Smokehouse Poetry Annual,* full of songs, poems, parodies, and rich memories of the Steam Age.

Supplementing our answer to question 5-b in our September department is this note from F. D. Cairns, 4331 Vermaas Ave., Toledo, Ohio 43612: "The New York Central's last steam engine out of Harmon, N.Y., was No. 6020 with train 185 on August 7, 1963."

Books, magazine articles, etc., dealing with railroads in Texas and Louisiana are sought by Howard J. Carroll, 234 Elm St., San Mateo, California.

Information on early Canadian steam locomotives, cabooses, and timetables is wanted by N. Mika, 14 Dussek St., Belleville, Ont., Canada. He is writing a book on those subjects and says he will pay for usable material from old newspapers, magazines, etc.

"Where can I find the words to the old song, *Riding on the Elevated?"* asks T. L. Underwood, 1530 Rhode Island Ave., Washington, D.C. 20018.

"Who can tell me exactly how the 4-4-0's built by the Lackawanna at its Kingston Shops were painted, and when outshopped?" writes Thomas T. Taber, 43 Hillcrest Rd., Madison, N.J. 07940, who is writing a book on Lackawanna steam power. "They were neat Camelbacks, numbered 240-246. I have heard they were painted a rich sealskin brown, when built, with red valve gear, white side rods and tires, and gold-leaf striping and lettering."

Our September department carried a request by W. S. Gifford for info. on his grandfather, Robert Kidd, who was a conductor on the Buffalo, Rochester & Pittsburgh. This plea is answered by Max J. Moore, 204 N. 2nd St., Harrisburg, Pa., nephew of the Max Moore who wrote a BR&P feature article for Sept. '43 *Railroad Magazine.* Our author was a BR&P conductor for over 50 years and a good friend of Mr. Kidd, according to the nephew, who adds:

"While working out of East Salamanca, N.Y., in the winter of 1914 I had the pleasure of braking for Mr. Kidd. He wore a massive red beard and was nicknamed 'Captain,' because of the famous pirate. Robert Kidd was anything but a pirate. He was a grand old southern gentleman with a lot of consideration for us boomers.

"One night I put our caboose on the ground on Bingham Hill, where we used to stop and set up retainers before dropping down into the city of Bradford, Pa. Instead of bawling me out, Captain Kidd assumed responsibility for the damages and filed a report exonerating me—which was most unusual.

"I look back with fond memories to my boomer brakeman career from 1910 to 1917. Besides the BR&P and the Buffalo & Susquehanna, both now part of the B&O, I worked on three divisions of the Chicago & North Western and on the New York Central, the SP, and the Western Pacific. My last rail hitch was out of Grand Central Terminal, New York, as a Pullman conductor moving World War II troops to the West Coast."

The word-puzzle compiled by Art Knowles for our September issue drew a surprisingly large and favorable response. Harper Charlton of Baton Rouge, La., who says he began reading our magazine in 1907, found 50 railroad names in the puzzle, out of a possible 53, and he sent us more initials and words than we knew were there. It stimulated William Bauer, 5129 Harper Ave., Chicago 15, Illinois, into wanting to create a parlor game that has to do with railroad freight movements. Bill wants to hear from a railfan, preferably in the Chicago area, who will help him to devise such a game.

"I wonder if any railroad had on its payroll so many fathers, sons, and brothers employed in engine and train service only, not counting those in shops, offices, and maintenance of way," writes Dave N. Tremblay. He sends us the following data (but does not state his address nor the railroad's name.)

Marcoux family: engineer with three sons, an engineer, a conductor, and a brakeman, respectively
Four Sturton brothers, all engineers
Beaulieu brothers, both conductors
St. Laurent brothers, both conductors
Blais brothers, both conductors
Nadeau and son, both brakemen
Berube and son, both brakemen
Cantin conductor, 2 nephews brakemen
Richard condr., son brakeman
Langlais brothers: 2 engrs., one brakeman, one car checker
Henchey station agent, son condr.
Bourdeau condr., son exp. messenger
Two Simard brothers: engine foreman, car inspector; 3 other Simard brothers: 2 engine foremen, one conductor
Parent brothers, both conductors
Duperre brothers: one car inspector and wrecking foreman, one foreman of coal chute
Bouchard brothers: engr., brakeman
MacKabbin brothers: both brakemen
Dutil brothers: both engineers
Blanchett and 2 nephews engineers
Twedell and son, both conductors •

Interesting Railfans No. 36

HAL WILMUNDER

HAL WILMUNDER'S motto is, "Never take 'No' for an answer." Ever since he was a boy he was wanted to operate a railroad of his own; and now he has one, the narrow-gage Camino, Cable & Northern, that twists and turns for about two miles under the tall whispering oaks, pines, and maples in a shadowy forest at Camino, California, not far from Placerville. It's steam-powered, of course.

Regular readers of this magazine know that Hal had a previous steam shortline, the Antelope & Western, on his ranch near Roseville, but the tax assessors knocked it out. Undaunted, he and a few associates built the CC&N.

"His guts and drive in putting together this road amazes us all," comments Fred A. Stindt, perennial chairman of the Pacific Coast Chapter, Railway & Locomotive Historical Society, Inc. Hal is one of the chapter's 350 members. He also belongs to the Sierra Mountain Railroad Club at Auburn, California, of which his wife, Betty, is the auditor.

But let's start at the beginning. Harold E. Wilmunder was born March 16, 1925, at Sacramento. Like his father before him, he is an electrical contractor. He supervises electrical sign installations and does electrical control work on air-conditioners and boiler systems. His family tree includes two uncles and two cousins who railroaded on the Southern Pacific, the Denver & Rio Grande Western, and the Santa Fe, respectively. As a kid, he made a nuisance of himself by prowling around the local SP roundhouse and shops.

"I seemed to be always ducking the cinder dicks who wanted to eject me from the premises," he recalls with a grin. "For a while my parents tried to keep me away from the railroad but finally gave it up."

One of Hal's closest friends was the late Dave Joslyn, locomotive draftsman, official SP photographer, and contributor to *Railroad Magazine*. "I spent a great deal of time in his office," says Hal, "and many pleasant hours with his wife, Frances, in their home."

While hanging around the yards, Railfan No. 36 learned how to fire and run steam locomotives as well as many details of their repair. "I can still see in my mind 20 stalls in the backshop for locomotives undergoing all types of repair. A Chinese fellow was regularly assigned to operate the turntable, but I took his place while he was washing steam engines on the wash rack. My first locomotive ride was on the 2400 from the Sacramento yard to the Elvas wye and return, the engineer being A.D. Williams, superintendent of motive power, with roundhouse foreman Joe Di Sano firing. Also riding the cab was Mr. Williams' little grandson as 'official bell-ringer.' "

Before graduating from high school, Hal worked for the Southern Pacific as a mail clerk, shop laborer, electrical apprentice, and machinist apprentice, nearly two years. After that he did a four-year hitch in the U.S. Navy. Then August, 1950, found him back on the SP, this time as a student fireman.

"I had a very short student period, eight days, before being assigned to a steam goat on the midnight shift at Sacramento. While bucking the extra board, I spent many nights firing the famous cab-forward Mallets. That November I was called back to the Navy, had a serious accident, and was hospitalized for 13 months."

On Feb. 28, 1946, he was discharged. The following month he met a keen-looking brownette, Betty Ware, on a blind date. and became so enamoured that he married her three weeks later.

Hal finds solace in playing the pipe organ. Shown with him are his wife, Betty, and their little son, Leslie, who is five.
Photo by Barry Garland

Winter operation: Mogul No. 3 of the slim-gage Camino, Cable & Northern switches out her train at Camino, California.
Photo by Mac Owen, Newcastle, California

"It was one of my best and most productive, to say nothing of longest-lasting, snap decisions," he says. They have one daughter, Lynda 17, and a son, Leslie, 5.

Shortly after his marriage, Hal returned to the SP, with more whiskers (seniority) than before he left. But his interest in firing for the SP waned with the decline of steam and died out altogether with the road's total dieselization. Hal fired the last steamer on the Placerville branch, was the last steam fireman in the Sacramento yards, among the last in the Roseville yards and wielded the scoop on No. 4460 for the final steam train from Oakland to Sparks and back.

The subject of this sketch has been collecting a wide variety of railroadiana from dining-car napkins and train orders to spikes, coach lamps, bells, switchmen's "hayburner" lanterns, on up to the ultimate of a railfan's dream, full-size locomotives. He now has five steamers, dated from 1889 to 1920; two electric locomotives; one gas-mechanical locomotive; and several types of motor cars from early 1907 through 1927, both 3- and 4-wheelers. Also a fair collection of West Coast railroad photos and a modest railroad library. His wife gave him most of the books.

Hal's first role as a "railroad tycoon" was the Antelope & Western. Construction began in 1952 and the "gold" spike was driven in June '60. Hal operated the A&W for three years. Meanwhile, beginning in 1949, he had sought, one at a time, to acquire the abandoned slim-gage railroads of three lumber companies — the Michigan-California, the Diamond Calder, and the West Side —but failed, although DC sold him some of its rolling stock. He also tried to lease the abandoned Virginia & Truckee in Nevada, but couldn't.

Then he reopened negotiations with the Michigan-California outfit, located at Camino; and this time, Jan. 22, 1964, with the aid of local officials, he managed to get a low-cost lease of the right-of-way, complete with a high-cost insurance policy. The following week Hal Wilmunder and other railfans set to work at building a railroad. Some of the backbreaking labor was done by paid section hands.

By August 1 that year enough track was laid to try out a Porter-built Mogul, No. 3, formerly United Fruit's 2-spot,

Note the odd-looking caboose on this Camino, Cable & Northern train. (Below) Two of the CC&N's locos are a Porter-built Mogul, No. 3, formerly United Fruit 2-spot, and Diamond Calder No. 4, now on display at Placeville county fair grounds.

Both photographs by Ken Yeo, Box 543, Auburn, Calif.

from Hal's collection and she performed very well. The following Sept. 19th regular passenger service was begun on that line, now called the Camino, Cable & Northern. Since then, the CC&N has acquired West Side No. 14, the last slim-gage Shay used in American logging service, which now alternates with the 2-6-0. A fourth addition to the CC&N loco roster is Diamond Calder No. 4, which has been placed on exhibition at the Placerville county fair grounds.

Hal has never had a pet animal of his own but does all he can to let wildlife flourish in its natural habitat. Like two other men in our *Interesting Railfans* series, E. J. Quinby and "Jack" Pontin, he finds solace from life's pressures by playing the pipe organ. He has studied under one of the nation's leading theater organists, Clyde Derby. Hal and Betty got a pipe organ from an old San Francisco movie house and will set it up in a new home, now in the planning stage, near Placerville.

"Due to work-pressure and his shyness, Hal is often misunderstood by railfans who volunteer to work for him," writes Roger Levenson, Berkeley, Calif., one of Hal's closest associates. "Sometimes he says hello when you arrive but most times he is too busy for the usual amenities."

For exercise, his daily work is a physical fitness program in itself—climbing up and down ladders, walking, and the normal exertions of a construction electrician—plus an occasional swim in the back-yard pool.

A former smoker, he gave up cigarettes 10 years ago and says he feels much better as a result.

"Despite his years," says Grayce Josserand, Western Pacific employe, "Hal is like a small boy, partly because of his unkempt hair and partly because of his exhuberance. He often hounds us for equipment for his narrow-gage railroad. We have hauled quite a bit of it for him."

Politically, Railfan No. 36 is conservative and usually votes a straight party ticket. He sees plenty of evidence that schools, as a whole, teach their students mass thinking instead of individual reasoning and initiative. Hal is convinced, too, that much of the money spent on public welfare is wasted. He resents the attitude of "Don't do it yourself; let the Government do it for you."

As we've said, he refuses to take "No" for an answer. "Too many people say it can't be done," Hal tells us. "Give me almost anything and I may be able to show you that it can be done." In fact, he is very outspoken—too much so, according to some people who know him well, but we don't think so.

Riding a steam train such as this one on the CC&N thrills both kids and adults. Barry Garland, 5800 Shadowbrook, Fair Oaks, Calif.

"In my opinion," writes Kenneth Yeo, P.O. Box 543, Auburn, Calif., who had been associating with him for about 12 years, "Hal Wilmunder is sincere, honest, sentimental, and sensitive. He also has a good sense of humor. To cover up his sentimental and sensitive side, he outwardly appears to be hard, gruff, and demanding. He works very hard, long hours, and expects others to do the same."

One day he was operating a GE-Hobart electric-welder switch engine to move a car from the Antelope & Western shops. He switched the car to its proper place on the weed-covered tracks and decided to set the switcher on another track to keep it out of the way. After passing the switch, the locomotive dropped down to the ties with the usual *thump, thump, thump* of derailed equipment. Hal jumped off the engine, looked at the ties, and yelped in surprise: "Hey, someone took the track!" Ken Yeo, who was there at the time, almost died laughing. Actually, the track had been removed about a week before for use on the new railroad at Camino.

We asked Betty about future plans for the CC&N, of which her husband is president and she is vice president and treasurer.

"Our 1965 season has been relatively successful," she says, "Operation has been smooth and our facilities and equipment are constantly being worked on. Since Sept. 17, 1964, when the railroad opened, we have carried about 10,000 passengers. Of course, if increased patronage requires, we will expand the railroad, adding new equipment when necessary and available. Most tourist-attraction shortlines shut down in cold weather but we hope to carry on a limited operation all winter long." •

Steve Maguire's

TRANSIT TOPICS

A wintry day on the old Philadelphia & Western: ex-Syracuse snow-sweeper at Penn Hotel switch on the West Chester line.
Photograph by David H. Cope

IT IS no longer possible to take a trolley ride to a public amusement park anywhere in the United States! This news will come as a shock to many an old-timer who remembers the romantic days when you could board a streetcar with your best girl and a cardboard shoebox full of lunch, spend happy hours in the park and its picnic grove, and bring her home on the trolley late at night, singing, with moonlight on her hair. Ah, those were the days!

Stephen D. Maguire

The last trolley line to serve a public amusement park in this country was the West View-Bellevue route, Nos. 10 and 15 in the Pittsburgh system. This line was abandoned last September 5th. So were Perryville No. 8 and Bloomfield routes 77/55 on the North Side, presumably because of the urban renewal program, and Lincoln Place No. 65, which ran in the Homestead-Munhall area and had several miles of single track with turnouts, a rarity these days. Port Authority buses replaced all of these once-popular rail lines.

Jim Cerny of Pittsburgh tells us there are only two trolley lines left on the city's North Side and they may be abandoned after the first of the year. These lines are Fineview No. 21, a mountain-climbing route of scenic beauty, along which a single trolley operates on a 40-minute schedule, and Emsworth No. 13, which run along the east bank of the river.

Says PAT General Manager John W. Dameron, who came to Pittsburgh last year from St. Louis Public Service: "We feel that in beginning our long-planned motorization, we are passing a significant milestone in the upgrading of transit in Allegheny. Transit experts have long held the streetcar to be an obsolete transit mode." That's what *he* thinks.

A SUBWAY for the District of Columbia has been authorized by Congress. Ten years of planning, strife, and disappointment are over. In less than two minutes the Senate on August 25th approved, by voice vote, the House-passed bill authorizing a subway. It was a hard-earned victory for the champions of rapid rail transit who, only two years ago, met ignominious defeat in the House. President Johnson signed the subway bill on September 9th.

Under the leadership of Chairman Alan Bible, the Senate D.C. Committee closed ranks spendidly to give the bill a unanimity of support that reflected the feeling of the District's residents and business community. Senator Bible, with the aid of Chester Smith, the committee's clerk, patiently and forcefully worked for a subway for Washington through three administrations.

About $15 million is required to prepare blueprints before the National Capital Transit Agency will be able to advertise for construction bids. The funds have been requested in a supplemental appropriations bill but could easily be lost in the backwaters of House subcommittees, where powerful opponents of the subway still lurk. Even with the best possible break, Washington will not have an operating subway before the early 1970's.

The measure authorizes a $431 million double-tracked line, 24.9 miles, between the Capitol, White House, and Pentagon and across the Potomac River into Virginia. Two forks will go north into Maryland suburbs. Plans call for air-conditioned cars, average speed of 34 mph, and downtown stops every 30 minutes in rush hours.

Financing the project will be $100 million in Federal funds, $50 million from the District of Columbia government, and $281 million in public revenue bonds to be repaid from fares over a 41-year span.

PACIFIC ELECTRIC last Aug. 13th ceased to exist as a railroad, reports R. Hervey Angier, Southern Pacific engi-

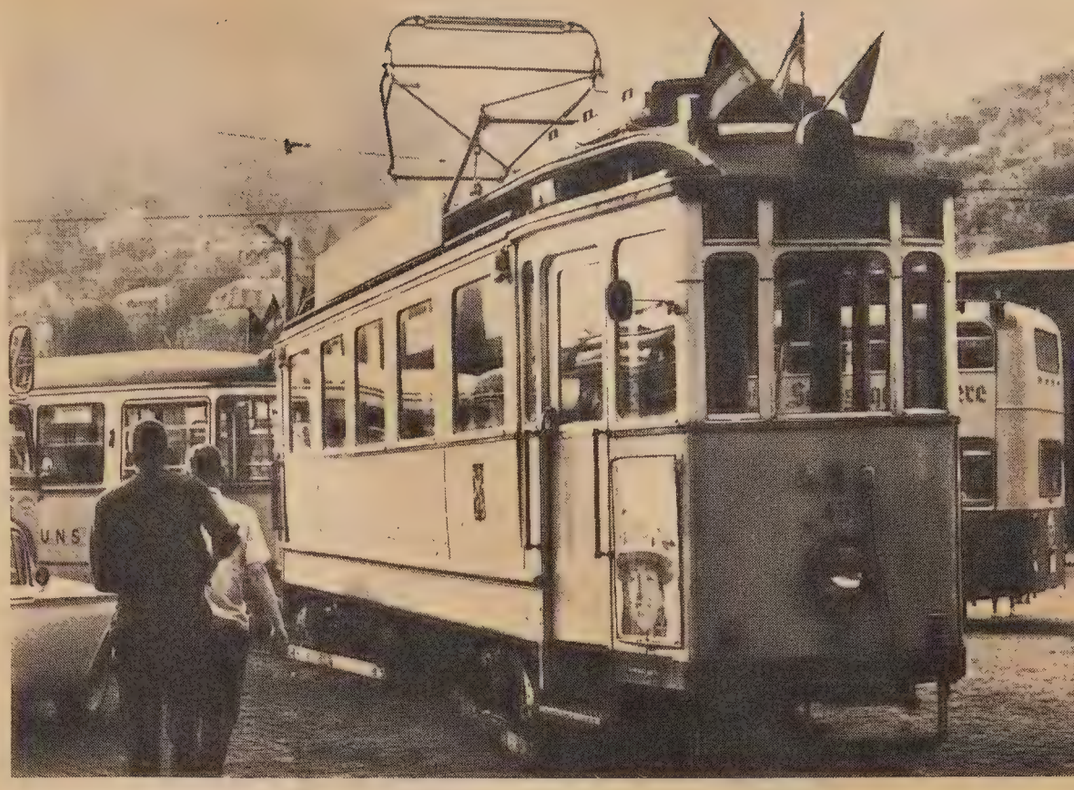
neer. All PE trackage is now incorporated into the SP's Los Angeles Division timetable No. 228, effective on that date.

TWELVE open trolleys arrived in New York in September in one of the most unusual railway-equipment moves in many years. The cars came from the Rio de Janeiro trolley lines, most of which were abandoned during 1964. There were 9 Narragansett double-truckers, one curved-roof double-trucker, one single-trucker for single-end operation, and one double-ended single-trucker.

All went to various museum operations in the U.S. Right now they are very shabby for lack of paint and maintenance in the past ten years at Rio, but museum volunteer workers are renovating them to lure visitors.

The last open cars in the country that were used in regular service ran at New Haven but were abandoned 20 years ago. At that time the three New England trolley museums—Seashore, Warehouse Point, and Branford—obtained a few of these cars and have been using them since then, because of their popularity. Seashore also has an open trolley from the Biddefore & Saco, the first such car ever preserved by a museum. Gerald Brookins, owner of the Columbia Park & South Western Electric line at Olmsted Falls, Ohio, had to go to Veracruz, Mexico, to buy two open cars for his two-mile operating line. Another Veracruz open car was bought by ERA's Texas Division and taken to San Antonio, where it now runs over the Texas Transportation Co. juice freight line on special trips.

The decision to buy the Rio cars dates back to early in 1964. Paul Class of the trolley-museum line at Glenwood, Ore., went to Brazil to work out purchase and shipping details with the Rio authorities.



Double-trucker No. 45 at Heidelberg in West Germany is decorated with flags.
Peter Jensen, Box 259, Montclair, N.J.

RECENTLY issued is a revised and expanded *See Chicago* transit guide, listing the major points of interest in and around the city and telling how they may be reached by the rapid transit and bus routes of the Chicago Transit Authority. All transit routes are included in the 44-page brochure that can be obtained free by writing CTA Public Information Dept., P.O. Box 3555, Chicago, Illinois 60654.

AN ACCURATE replica of a San Francisco cable car powered by a Chrysler 6-cylinder engine, developed by Minibus, Inc., is carrying visitors to Universal City near Los Angeles for tours of the movie studios.

Minibus builds several types of small city and sightseeing buses. Their office is at 7962 Salt Lake Avenue, Huntington Park, Calif. Says F. E. Dardenne, president: "We welcomed the challenge to try and duplicate, as closely as possible a ¾ scale replica of a Powell Street cable car. We realized that this had been done in the past by taking a full-scale unit that had been junked, refurbishing it, and mounting it on a truck chassis. But since we build our own chassis, we could design it so that the car would be the proper distance from the ground."

The remarkable similarity of the Minibus car to the real thing is due in part to the construction that was modeled from a drawing dated December 30, 1912, given to Minibus by the Municipal Railway of San Francisco. The cable-car bell is one of the originals cast for the Powell Street cars many

San Francisco cable-car replica, developed by Minibus, Inc., is used on tours of Universal City (Calif.) film studios.

Ohio Ry. Museum's new trestle and its car 472, ex-Kansas City Public Service.
Stephen D. Maguire, P.O. Box 51, Belmar, N.J.

Ohio State Highway 161 at Worthington to connect the two separate portions of its operating line, the Ohio Railway Museum has finally won. A new steel bridge was completed recently and is now in use, reports Dave Bunge, the museum's public relations man.

This span replaces a similar bridge erected at the same location by the Columbus, Delaware & Marion interurban line in 1926, when it relocated its tracks from street running to the right-of-way now used by the museum. The CD&M erected an overhead bridge there and ran trains over it until the trolleys were abandoned in 1932. This bridge was removed in '33 and the right-of-way lay abandoned for more than 15 years.

Then the group of traction fans which eventually became the Ohio Railway Museum bought 1½ miles of trackage to operate its cars. But a constant source of frustration was the lack of a bridge unifying the right-of-way, due to the objections of Worthington's municipal attorney, who fought the project. Three months after his death, municipal obstacles to the project faded and the bridge was built. An additional mile of track will be laid, giving the museum about 2½ miles of operating line.

RAILWAYS TO YESTERYEAR, INC., the trolley line on the East Broad Top Railroad property at Rockhill Furnace, Pa., is being extended southward along the right-of-way of the now-abandoned Shade Gap branch of the old narrow-gage steam road. The new trolley track is being laid to standard gage. Overhead poles and wires are being set up for about 1½ additional miles to State Highway 522, where the rail line crosses the highway. When completed, there will be two miles of trolley operation. A third rail may be added so the slim-gage steam trains can come down this scenic portion of the original right-of-way.

This news we can bring you only be-

years ago by Greenberg & Sons in San Francisco.

Minibus is bidding on five more vehicles of the same type for possible use in transporting people between the parking area and air terminal at the San Francisco Airport.

THE NEW eastern portion of the Bloor-Danforth subway line in Toronto should be open for service by the end of this year, writes Jim Alain, P.O. Box 608, Hancock, Michigan. This will eliminate the heavy Bloor car line between Bedford Loop and the east end of the subway, which parallels it all the way. The Bloor line's west end will remain operating until the west portion of the subway is completed at a later date.

With the opening of the Danforth section of the subway, three more trolley lines will come off, says Jim. These are Coxwell, Parliament, and Harboro. Abandonment of the Harboro line is attributed to the fact that it will not tie in with any subway station.

MASSACHUSETTS Bay Transportation Authority has received approval from the New Haven Railroad trustees to buy the 11-mile Old Colony line to South Braintree for about $2½ million, reports James H. Crimmins, 5 Bonnie Drive, Exeter, N.H. As everybody knows, the New Haven is in desperate financial straits. It is likely that in the Boston suburban area, where the NH wants to end its passenger service, the MBTA will, in time, find itself operating a great many more ex-NH suburban railroad lines. MBTA is already providing a subsidy to the commuter service on five routes in the Boston area on Boston & Maine.

To create a new image that will let riders and taxpayers forget the debt-ridden image of the old Boston MTA, the new Massachusetts Bay Transportation Authority has adopted a new symbol to use on all equipment and at all car stops. It is a large "T" on a white background, with a circle around it—almost identical with the Montreal Transportation Commission's symbol that also has an arrow at the top of the T.

Jim Crimmins, who sent us this news, says that new transit maps are being printed, showing each line in a different color. The cars will have new paint schemes: white roofs, silver sides and yellow doors.

OUR friend George Krambles, a long-time traction enthusiast, is now superintendent of research and planning for the Chicago Transit Authority, his appointment dating from September first. George joined the former Chicago Rapid Transit Co. as an engineer in the Shop Department in 1937 and has had several promotions, both before and after CTA took over the local transit properties. Among other achievements, he was the planning engineer in charge of CTA's very successful Skokie project.

Trolley Museum News

AFTER about seven years of persistent efforts to build a bridge over

George Krambles, the Skokie Swift project manager *(left)*, and Arthur D. Dubin, author of *Some Classic Trains* and No. 21 of *Railroad's* "Interesting Railfans."

Winter scenes of long ago: *(above)* snow-sweeper of the Fonda, Johnstown & Gloversville in action at Gloversville, N.Y., in 1938; *(right)* car 2677 of New Jersey Public Service at Jersey City, N.J., in 1947.
Photos by Steve Maguire (left) and Geo. Reitze

cause your transit editor, along with E. J. Quinby, founder of the Electric Railroaders Assn., visited the location recently and saw first-hand what was going on. We again urge trolley museum members to keep us posted on new developments. We can't always take trips to those spots to check up personally.

New Electric Publications

***The Lincoln Land Traction*, by James D. Johnson, has 152 pages, 8½x11", is illustrated, and has a hard-cover binding. Published by The Traction Orange Co., P.O. Box 52, Wheaton, Ill., it sells at $7.95. This is the story of Illinois Terminal Railroad, known in earlier years as the Illinois Traction System and the largest of the Midwestern interurban lines, also the longest interurban to qualify as a Class I railroad.**

For years it was generally known as the McKinley line because William B. McKinley, an investment broker and politician of Champaign, Ill., started out in the traction field in 1890 by buying the Urbana & Champaign Street Ry., later acquiring other lines. McKinley (not President McKinley) eventually got "interurban fever" and built the largest interurban system in America, except for the Pacific Electric in California which, though larger, did not run at its high scheduled speeds nor did PE carry dining and sleeping cars in regular service, as IT did.

Although the book contains some history, it is primarily a photo album, with old and new views of the days when electrics ran on the now dieselized freight tracks.

***Cars of Pacific Electric, Interurban and Deluxe Cars*, by Ira Swett, is the second in a 3-volume set of photo-roster coverage of the vast PE system, with 224 pages, 8½x11", illustrated, soft-cover binding, published by Mr. Swett, 1416 S. Westmoreland Ave., Los Angeles, Calif. 90006. Price $4. All of the many PE interurban car types are included. This book gives a complete photo coverage and roster as well as car diagrams. It will appeal to all who fondly recall the interurban days of the past.**

***Surface Cars of Philadelphia, 1911-1965*, Vol. 1, by Harold E. Cox., 95 pages, 8½x11", soft cover, staple binding. During this period the Philadelphia Rapid Transit, under Mitten management, owned the largest fleet of single-ended cars ever assembled anywhere, through extensive purchases of Nearside and Peter Witt types. Few were bought second-hand. Equipment ran long after its normal life expectancy.**

Taking advantage of volumes of hand-written car records and a 1919 inventory of the entire city's system, Dr. Cox compiled a complete alltime roster. Photo illustrations are very good; many are large. Car diagrams are included.

Address of *The Mount Lowe Pictorial* book by Jeff Moreau, which we reviewed recently, was in error. The interesting photo book of Pacific Electric trolleys on this mountainous line can be had by writing Pacific Bookwork, P.O. Box 458, Stuyvesant Station, New York, N. Y.

The following publications in the transit field can be purchased from the Institute for Rapid Transit, Merchandise Mart Plaza, Room 7-131, Chicago, Illinois 60654:

"POST-WAR RAPID TRANSIT CARS—DATA BOOK ONE." A detailed tabulation of all rapid transit cars ordered between 1950 through 1957 with the exception of New York City Transit Authority. Free to IRT and ATA members. All others, $2.

"RAIL PASSENGER SERVICE IN THE CHICAGO METROPOLITAN AREA." A 27-page description, with three maps, summarizing all suburban railroad and rapid transit passenger service in the Chicago area. Free to IRT members. All others, $1.

"RAIL PASSENGER SERVICE IN THE PHILADELPHIA METROPOLITAN AREA," 29 pages of rapid transit and streetcar-subway passenger service in the Philadelphia area. Free to IRT members. All others, $1.

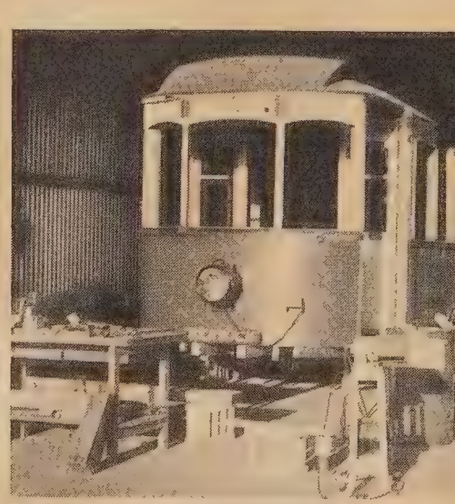
"THE ECONOMIC JUSTIFICATION OF RAPID TRANSIT." A set of papers delivered at the second annual meeting of Institute for Rapid Transit in Washington, D.C., by five individuals prominent in the transit and metropolitan planning fields. (May, 1963). Free to IRT members. All others, $2.

"RAPID TRANSIT FARE STRUCTURE AND COLLECTION METHODS." A 45-page report with 22 illustrations detailing rapid transit fare collection practices in the U.S. and Canada. Current as of August, 1963. Free to IRT members. All others, $2.

"PUBLIC OFFICIALS LOOK AT RAPID TRANSIT." A set of papers delivered at third annual meeting of Institute for Rapid Transit in Washington, D.C., by five public officials interested in rapid transit as an element in overall urban planning. (May, 1964). Free to IRT members. All others, $2.

"AMERICA LOOKS AT RAPID TRANSIT," A 28-page illustrated report of four annual meetings and car exhibit staged by Institute for Rapid Transit May 18-20, 1965 in Washington D.C. Free to IRT members. All others, $2.

Port Authority of Allegheny County car M454, ex-Pittsburgh Railways 4115, at tunnel car barn, ready to start on the first of what may be many fantrips.
Photograph by Stephen D. Maguire



Trolley 1 from North Branch Transit being rehabilitated at Magee Transportation Museum, Bloomsburg, Pa., for use on new line now being built.
Photo by Ed Blossom

Trolley Lines Now Operating in North America

IN RESPONSE to many requests, we have compiled a new (and unfortunately brief) list of all active trolley lines in North America, including public passenger, freight, and even operating museum lines.

Private freight setups located within industrial properties are not listed. Neither are non-trolley rapid-transit lines, most of which, however, began long ago as trolley operations. For example, the New York City, Staten Island, and Cleveland transit systems, the Chicago Transit Authority, and the Port Authority Trans-Hudson. Neither do we include local electric passenger services of Class I railroads such as Pennsylvania, Erie-Lackawanna, New Haven, Canadian National at Montreal, etc.

In our list you will find about 1,550 miles of passenger trolley lines left operating. An additional 140 miles are used in freight-only trolley service, while another 15 miles is made up of the operations of 13 trolley museum lines, each of which on the average has about one mile of track each.

Special markings are: (F) freight-only line, (R) company operates rapid transit service also, (I) interurban-type operation exists, (C) cable streetcar lines also operated, and (M) museum operation.

United States

CALIFORNIA: Municipal Ry. of San Francisco (C); Orange Empire Trolley Museum (M) at Perris.

COLORADO: Gold Camp Railway (M) at Cripple Creek.

CONNECTICUT: Branford Electric Railway Assn. (M) at East Haven; Conn. Electric Ry. (M) at Warehouse Point.

ILLINOIS: Chicago, South Shore & South Bend (I); Illinois Railway Museum (M) at Union, Ill., may be operating by next summer.

INDIANA: CSS&SB (see Illinois).

IOWA: Iowa Terminal Ry. (F) Charles City Division; same, Mason City Division. (Warning: do not enter yards at Emery without permission in advance). Southern Industrial Ry., Inc., Centerville, Ia. (F). Museum trolleys of Iowa Ry. Museum are allowed to operate over tracks.

KANSAS: Hutchinson & Northern Ry. (F).

LOUISIANA: New Orleans Public Service, Inc., the only American line using pre-PCC passenger cars.

MAINE: Seashore Trolley Museum (M) at Kennebunkport.

MASSACHUSETTS: Mass. Bay Transportation Authority (R) operates in Boston and suburbs.

MISSOURI: St. Louis Public Service, single route still running, but will soon be abandoned.

NEW JERSEY: Public Service Coordinated Transp., Newark subway, mostly in open cut.

NEW YORK: Niagara Junction Ry., (F) Niagara Falls, mostly on company property.

OHIO: Columbia Park & Southwestern (M) at Olmsted Falls, near Cleveland; Ohio Railway Museum (M) at Worthington, near Columbus; Shaker Heights Rapid Transit operates into downtown Cleveland.

OREGON: Glenwood Electric Ry. (M) at Glenwood, near Portland.

PENNSYLVANIA: Arden Trolley Museum (M), near Washington, Pa.; Magee Museum of transportation (M) at Bloomsburg will be operating by next summer; Mt. Hope & Western Transit at Mt. Hope (M) at Lebanon-Lancaster exit of Pennsylvania Turnpike, only 600 feet of track; Philadelphia Suburban Transportation Co. (I), 4 routes from Upper Darby to Sharon Hill, Media, Ardmore, and Norristown respectively; Philadelphia Transportation Co., 13 city routes; Port Authority of Allegheny County, (I) about 30 routes in Pittsburgh and vicinity, many scheduled for early abandonment; Railways to Yesteryear, Inc. (M) at Rockhill operates on right-of way of East Broad Top RR.

TEXAS: El Paso City Lines, single-loop line into Juarez, Mexico; Leonard's Department Store at Fort Worth connects parking lot with store by subway, runs during store hours, no fares charged; Texas Transportation Co., (F) at San Antonio, open trolley and steam engine of Texas Transp. Museum run occasionally on tracks.

WASHINGTON: Yakima Valley Transportation Co. (F) at Yakima.

WISCONSIN: Village of East Troy (F) operates on ex-TMER&L track to Mukwonago.

New Orleans Public Service car 993, St. Charles Street line, on block of Canal Street which is used as a loop.

W. Golson, 6552 Winbourne, Baton Rouge, La.

Dave Bunge, 1421 Cardwell Sq. S., Columbus, O. 43224

After waiting for seven years, the Ohio Railway Museum at Worthington now has a bridge connecting two portions of its operating line. Lieutenant Gov. Brown of Ohio drives the "golden" spike as local photographers obscure the trolley car.

Canada

BRITISH COLUMBIA: B.C. Hydro & Power Co. (F) at Vancouver.

ONTARIO: Cornwall Street Railway Light & Power (F); Toronto Transportation Commission (R).

Mexico

JUAREZ: (See El Paso, Texas).

MEXICO City: Service de Transportes Electricos.

TAMPICO: S. C. de Transportes.

VERACRUZ: Coop. de Transportes Urbanos y Suburbanos; Mexican National Rys. also operates electric locomotives in this area.

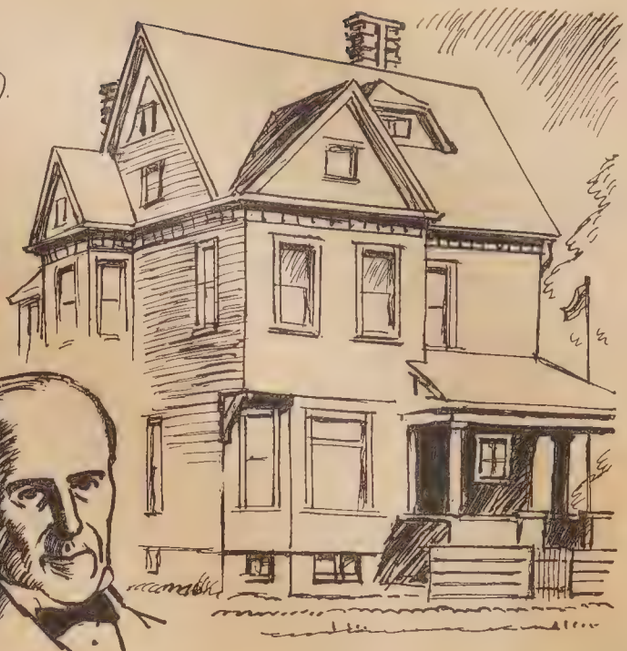
Cuba

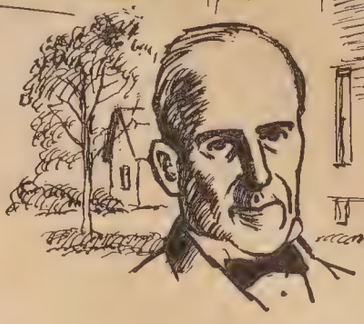
HAVANA: Cuban National Railways, North Havana Division (I), formerly Hershey Cuban Railway line to Matanzas.

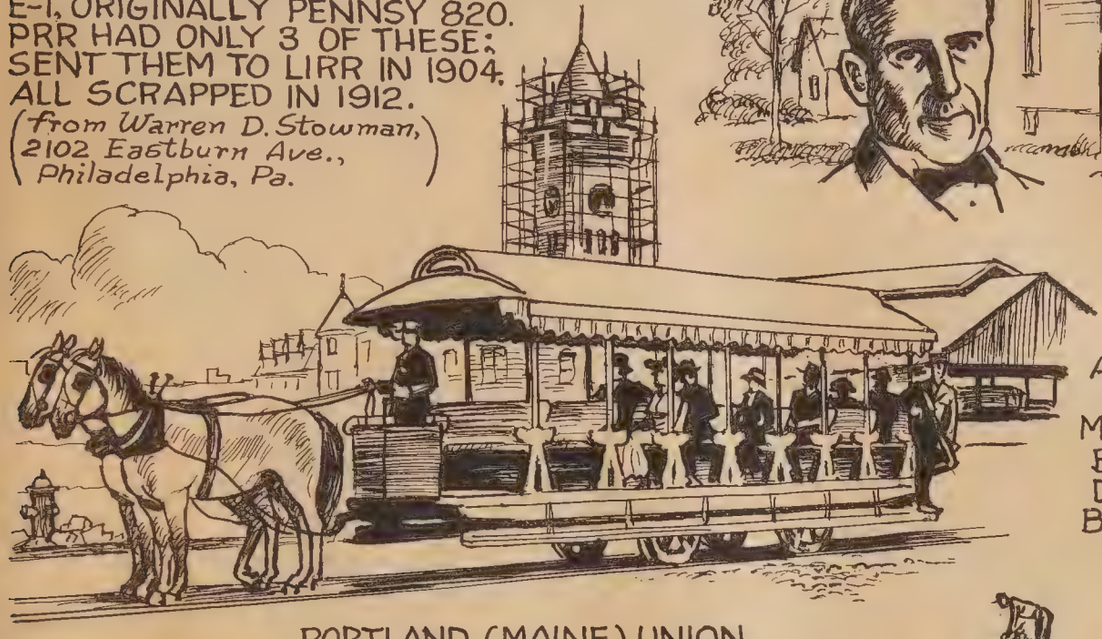
ALONG THE IRON PIKE

by Joe Easley

LONG ISLAND 4-4-2 CAMELBACK NO. 200, CLASS E-1, ORIGINALLY PENNSY 820. PRR HAD ONLY 3 OF THESE: SENT THEM TO LIRR IN 1904. ALL SCRAPPED IN 1912.
(from Warren D. Stowman, 2102 Eastburn Ave., Philadelphia, Pa.)

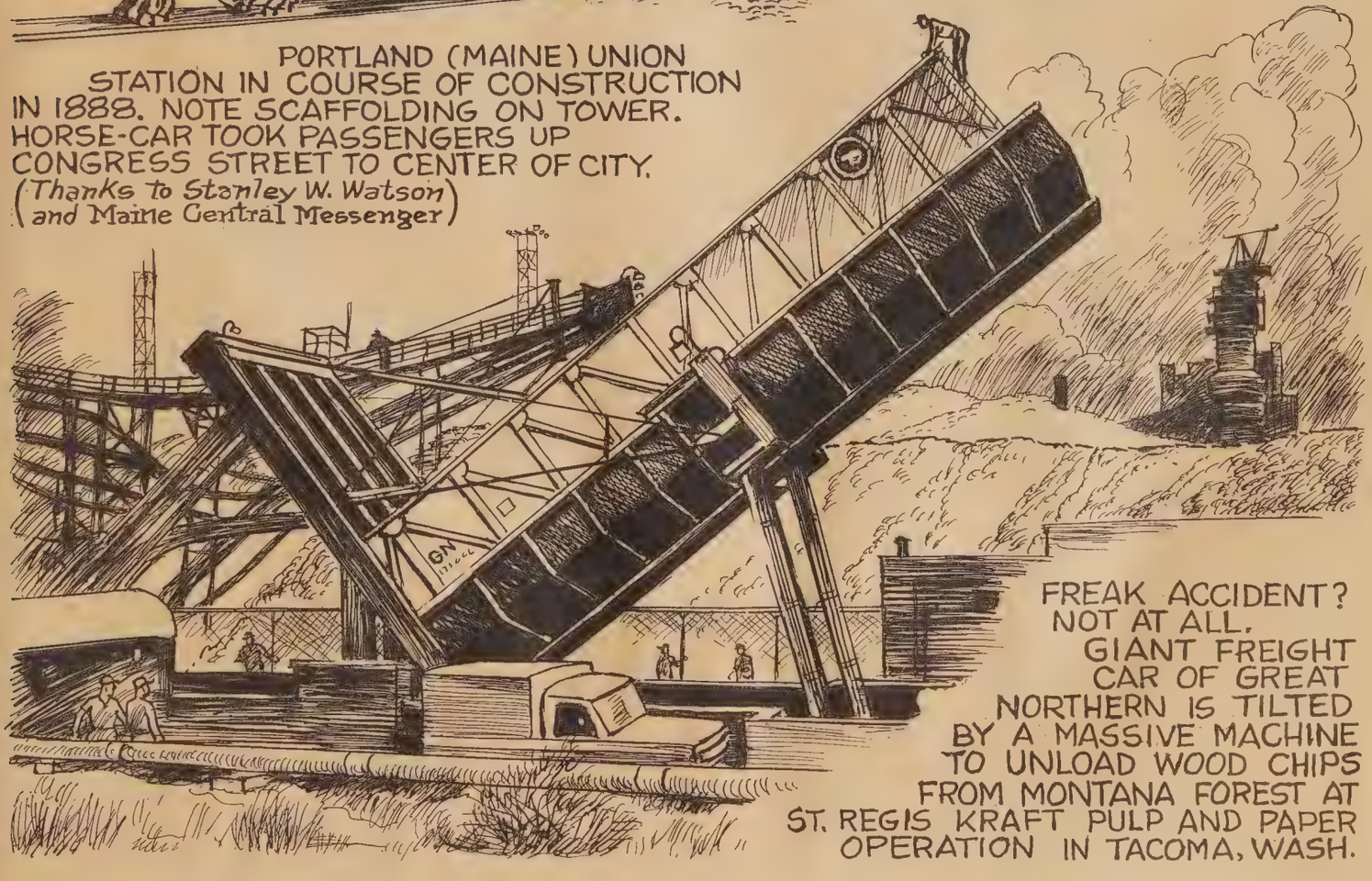






FUNDS ARE NEEDED TO RESTORE HOME OF THE LATE GENE DEBS, LOCOMOTIVE FIREMAN AND LABOR LEADER, AND MAINTAIN IT AS A MUSEUM. DONATIONS MAY BE SENT TO EUGENE V. DEBS FOUNDATION, P.O. BOX 843, TERRE HAUTE, INDIANA.

PORTLAND (MAINE) UNION STATION IN COURSE OF CONSTRUCTION IN 1888. NOTE SCAFFOLDING ON TOWER. HORSE-CAR TOOK PASSENGERS UP CONGRESS STREET TO CENTER OF CITY.
(Thanks to Stanley W. Watson and Maine Central Messenger)



FREAK ACCIDENT? NOT AT ALL. GIANT FREIGHT CAR OF GREAT NORTHERN IS TILTED BY A MASSIVE MACHINE TO UNLOAD WOOD CHIPS FROM MONTANA FOREST AT ST. REGIS KRAFT PULP AND PAPER OPERATION IN TACOMA, WASH.

PRAIRIE QUEEN
BELLA UNION
HARDWARE
JOE EASLEY

RAILROADERS ARE TOUGH

Fiction story by Harry K. McClintock ("Haywire Mac")

TOM HARDY said: "Trouble with Prairie City is that it's gettin' worse instead of better. It always was a hell-roarin' town from the time it was the end of steel right up to now."

The huge brakeman was lounging in the rear doorway of the caboose that bobbed over the rails at the rear end of a string of empty stock cars with three or four mechandise loads next to the hack. A narrow-brimmed, black Stetson was shoved to the back of his head. His thumbs were hooked in the wide leather belt that held up his corduroys.

You'd never call Tom Hardy handsome; but women, as well as men, liked the frank honesty of his level, gray eyes and his infectious grin. When he spoke, people listened. Right now Ben Wilcox, the genial conductor, was dividing his attention between Tom's remarks and a charge of cut plug he was stuffing into an ancient pipe.

"Prairie City," Ben agreed; "is no place to raise a family in."

"Yeah," drawled Curly Jackson, the parlor brakeman. "When I first lit around here—that's four years ago this spring—the buffalo hunters had bales of buffalo pelts stacked higher than the depot. And those fellers could raise more deviltry than bogtrottin' Irish from the construction gangs."

Curly's lank frame was propped against a caboose locker and he was watching a tin coffee pot on the stove for symptoms of boiling.

"And now it's cowboys," the conductor grunted after a deep drag at his pipe stem. "Them yahoos that trail the herds up from Texas don't know how to behave."

At that moment the pot erupted, a cascade of brown foam and coffee grounds inundating the stove.

"Dammit!" said the rear shack.

Hardy grinned. "Throw in a cup of cold water to settle the grounds, and let's have her."

Later, when all three were settled on the seat cushions, each with a steaming mug of ink-black Java, the discussion was resumed.

"What Prairie City needs," said Wilcox, between gulps of scalding coffee, "is a town marshal with guts enough to maintain order."

"There's been too damned many killin's lately to suit me," Curly said. "Somethin' oughta be done."

Hardy's mouth became grim and his voice had an edge. "We all know that the only decent citizens in Prairie City live north of the railroad tracks. On the south side what have you got? A nest of gin mills and crooked gamblin' joints and cheap dance halls and red light houses where the madames and tinhorns and booze peddlers are all set to skin these long-hairs from the Texas Trail out of their eye teeth. No wonder the cowpokes go on the prod. I'd do it myself if I was treated—"

"Well, what's your remedy, Tom?" the conductor cut in hopefully.

"Organization." The big fellow was on his feet now. "Prairie City is run by crooks. Yet there wouldn't be any town without the railroad—and *we* run the railroad. If we organize we can run the community too. The company doesn't give a damn as long as cattle roll in to keep up the earnings and pay dividends on watered stock."

"Hire a soapbox" groaned Curly. "There you go with your Five Star speech again!"

"Some day," said Hardy, "the workin' men of this country will wake up. Some day the Five Star will come out in the open and you'll see a change!"

"How many members you got around here, Tom?" Curly asked.

"That's a secret. But there's more than a lot o' you folks realize."

"I'd join myself if—"

"Better join yourselves to a couple o' brake clubs," the conductor barked. "Can't you hear that fool hogger bellerin' for brakes?"

BOTH shacks grabbed the tools of their trade, sawed-off pick handles. They dove through the front door and swarmed up the end ladder of the rear car. Curly swung his weight on the first brake. Tom raced forward over the swaying cars toward the middle of the train. By the time Hardy had reached and set his first binder the lank, quick-moving rear brakeman had clubbed three and the train was slowing down.

The smoky end topped a swell of the rolling prairie. Ahead stretched the great plains. The twin strands of iron rail that spun away down the nearer slope and over the next rise seemed insignificant against the vastness of that empty land.

Just over the rise lay a passing track, and beside the westward switch a discarded boxcar served as a telegraph office. There was no semaphore, but a red flag fluttering from a bracket beside the door signalled that orders awaited the train crew.

With practiced ease the two trainmen halted the train with the engine almost in front of the boxcar office; and Ben Wilcox, who had loped over the cars from the rear end, swung down a side ladder with the muscular certainty of a gorilla.

In fact, Ben was like a gorilla in his deep-paunched, barrel-chested build. His arms were long, his legs short. His movements were apparently clumsy but really swift and certain, while his strength was almost incredible. Ben could lift an iron rail, unaided. Legend said that once, on a bet, he had hoisted a full barrel of whiskey to his chest and drunk from the bunghole.

Ben waved to the telegrapher, who was lounging in the doorway of his shack and puffing a corncob pipe. The skipper noticed that the op was dressed in his Sunday suit and that a carpetbag, stuffed almost to bursting, stood by the door.

"Looks like you're goin' somewhere," Wilcox observed.

"Yore damned right I am!" The telegrapher's voice was raspy. "I'm fed up on my own cookin'. I'm so full of saleratus biscuits that my hide is turnin' yeller, and I've been talkin' to myself these last two or three days."

He turned and the conductor followed him into the boxcar, where a couple of sounders chattered on a pine board bench. A built-in bunk squatted at one side of the car, with calico curtains that could be drawn to exclude some of the light. The operator's blanket roll was neatly lashed in its canvas cover.

At the other side of the edifice stood a flat-topped stove for cooking and heating. Three skillets were hung on nails behind it, while a wooden water bucket rested on a low shelf.

"Here's a train order to sign for," the brass pounder said, "and here's a message."

Wilcox scanned the tissue first and whistled. Then he read it aloud: "All eastbound trains Prairie City to Albion this date annulled. Extra forty-five (45) has right over all trains Kiowa siding to

Prairie City." It was clear enough.

He handed a copy of the train order to Jim Mallory, the engineer, who had stepped into the office, closely followed by Hardy and Jackson. They made quite a crowd in the thirty-two-foot boxcar. There were two chairs and an empty spike keg. These were pre-empted by the telegrapher, the conductor, and the hogger. Two brakemen planted themselves on the bunk—no real railroader ever stood up when he could find a place to sit down.

"What's the message say?" Jim inquired.

He was of medium height, dressed in clean, faded, overalls. His keen blue eyes peered from under the peak of a black sateen cap.

"Set out all empties in your train at Kiowa siding," the conductor said, "and bring loads, if any, to Prairie City."

"What in hell's goin' on?" Curly Jackson asked. "Have they had a big wreck or somethin'?"

"There's trouble, all right," Hardy said. "We ain't met anything but Number Two and that extra with a string o' flats and material cars."

WILCOX rammed a fresh charge into his rim-burnt old pipe. "When we left Prairie City yesterday the yard was full of stock cars for eastbound loadin'. And there was two big trail herds in plain sight south of town."

"There's some kind of strike on," the brass pounder suggested. He was enjoying the temporary importance of being "in the know."

"Strike?" said Hardy. "Have *we* anything to do with it?"

"I couldn't get much dope," the op went on. "I resigned by wire and the dispatcher is plenty sore at me. All I know is, train crews are refusin' to go out and the new super is pawin' the ground like a bull."

"And he's the lad that was goin' to hang up a shinin' record for himself back in the general manager's office!" the hogger said.

"Well, we can set around here and make guesses till we grow whiskers eight foot long, and not be any wiser." The conductor was on his feet, heading for the door. "Let's get these empties put away and head for home base. The answer to all this is in Prairie City."

The crew cut off the merchandise cars and the caboose on the main pulled over the gate, and shoved the empty stock cars in on the passing track. They were careful to tie down both ends of the string, lest the prairie wind blow a car out to foul the main line.

By the time they backed onto what was left of their train the operator had loaded his bed roll and carpetbag into the crummy and was comfortably curled in a cupola seat. He was joined by Ben Wilcox, who took the opposite side, while the two brakemen washed up and changed clothes. The short train rocked over the rolling country, dipping into the hollows and mounting the rises like a ship.

"Shore is a lonesome land," said the op.

"It is nowdays," the conductor agreed. "I come here with the construction crews when they laid the chunk. Injuns camped in every draw where there was a stream. The young bucks used to ride out and race the train, hollerin' and whoopin'. In the spring and fall we'd be held up ever' once in awhile by buffalo herds driftin' across the tracks. Sometimes the hogger could open a lane through 'em by kicking the cylinder cocks open and playin' a tune on the whistle."

They clattered through a prairie settlement with a passing track and the usual boxcar office. On the opposite side of the rails stood a two-story, frame structure with the legend *General Store* emblazoned across its front in sun-faded paint. Half a dozen ponies drowsed at the hitch-rail, while a couple of canvas-topped freight wagons were backed up to the loading platform in the rear. A small mountain of whitened bones awaited shipment to fertilizer mills in the East.

"There's the last of the buffalo herds," said Wilcox reminiscently.

"Well, pardner," the operator answered, "you can't have farms and buffalo both."

HE WAVED a hand to where the half dugout "soddy" of some venturesome settler snugged under a clump of scrubby trees. Gaunt oxen, temporarily freed from the yoke and the breaking plow, grazed greedily on buffalo grass. Two hundred acres of plowed land, now green with wheat, looked like a fly speck on the vast prairie. Two watchful buzzards hung against the vast dome of sky that dwarfed even the plain's immensity.

"They'll have a hell of a time farmin' this country," snorted Wilcox. "and it always seemed to me that senseless killin' was a sin. Even if it's only buffalo."

"What good were the buffalo?" the operator asked. "They could walk right through any fence ever built. Feller out in Colorado caught a couple of buffalo calves and tried to break 'em to a yoke. Hitched 'em to a sod-buster plow that needed four oxen to pull and they walked away like they didn't know it was there. Only trouble was, they headed straight north—follerin' the herd that had been gone six months. This feller tried to get 'em turned; but shucks!—you couldn't have bent their necks with a cant hook."

The laugh that followed was joined in by Hardy and Jackson, who had slicked up and climbed to the cupola.

"Just the same," Wilcox continued after a spell of silence, "my old grandma used to say that 'willful waste makes woeful want.' Mebbe some day men will go hungry right here on this prairie and mebbe they'll remember the men who let a ton of meat rot on the sod just to get a stinkin' hide that never sold for more'n a dollar."

Hardy cut in with: "We're tippin' over the last rise now and if I don't get out on deck we're liable to coast right past our terminal."

From the cupola they could see Prairie City. It looked small and tawdry under the clear white light of the noon-high sun as the train rolled down the final slope. At the east end of town lay the eight-stall roundhouse. The train yard, jammed with empty stock cars, was situated between it and the main line. Every stall in the roundhouse seemed to be occupied, judging by the plumes of smoke that filtered lazily upward from the roof, while two or three other engines drowsed on the pit track.

South of the main stem were the stock chutes. The loading corrals gleaming with whitewash were empty of cattle. Huge dark splotches on the prairie indicated the presence of herds just off the Texas Trail, but right now none were being driven toward the railroad.

These things gave purpose and sense to the existence of Prairie City. Beyond, to the westward, lay the town itself, the terminus toward which they were heading.

A frame depot and freight house stood on the north side of the tracks. The street behind was lined for two or three blocks with restaurants, railroad hotels, general merchandising emporiums, grocers, and a fringe of stark frame dwellings. The dwellings thinned and became more scattered until finally there were no more houses, but only the prairie that stretched north to the Canadian border.

DROPPING their shortened caravan down that final slope, the train crew rolled into the "metropolis" that

was fringed by piles of tin cans and empty bottles and encircled by the great lonely plain. Buck Gleason, general yardmaster, swung onto the caboose platform as it sailed past the yard office.

"Shove your hack into the crummy track." he ordered. "Spot the merchandise on the house, head the machinery for the pit, and hurry around to the meeting."

"What meetin'?" asked Wilcox.

The yardmaster answered merely with a wave of the hand as he dropped to the gravel. Twenty minutes later the conductor was still fuming when he slapped his train bills on the yard-office counter.

"What the hell is comin' off around here?" he demanded.

"Insubordination! Rank, open insubordination—that's what is going on around here!" said E. C. Nevin, recently appointed division superintendent, pacing the floor, white with fury. "Two thousand head of cattle ready to ship, and these lousy sons o'—"

"Hold on there, mister" Buck Gleason warned. "You're the super, but you're also new around here. Don't start callin' names or somebody might call your hand!"

"Meaning you?" Nevin bristled.

"Meanin' me, if you want it that way," said the yardmaster flatly.

Two clerks in white collars and black calico sleeve-protectors stifled a snicker. A bald-headed telegrapher who had been listening to the clatter of his instruments grinned derisively.

Tom Hardy and Curly Jackson had barged into the office. Curly would have been willing to swear that some kind of signal flashed between Hardy, Gleason, and the bald operator. Suddenly he spotted a tiny lodge pin on the yardmaster's lapel. It was scarcely noticeable, but it displayed five golden stars against a field of blue enamel.

"I'm putting you on record right now, Wilcox," barked the superintendent. He had a little black notebook in one hand and a pencil poised on the other. "Will you and your crew haul a stock train out of here as soon as we can get 'em loaded?"

"Not by a damn sight we won't," the conductor answered boldly.

"Insubordination again!" Nevin's voice was venomous. He made a note in the black book and stuck it in his pocket.

"I could give you some more items for your cute little book," said Wilcox. "Item One is: Whenever it comes to a choice between stickin' with the other rails and remainin' loyal to the company I'll be found with the men. And I mean *men!* I ain't lookin' at you." The door slammed behind him.

"There you are." Buck Gleason was addressing the super, who was not unreasonably shaking with fury. "There goes the senior conductor on the East End, the best damned railroader on this streak of misery. You see what he does, without even knowin' what it's all about. Now will you pull in your horns and let these men settle their own troubles in their own way?"

"Not when their way flout my authority and tie up my division," said the brass collar. "I intend to fire every one of them, and shall wire Omaha to that effect."

The bald operator climbed out of his chair, yawned prodigiously, and reached for his hat. "Guess I'll take a walk over to that meeting myself."

"You're fired, too," snapped the superintendent.

"That's all right," the rebel grinned. "There's still more good jobs than there are good ops—and you won't wire Omaha right away."

TOM HARDY and Curly Jackson eased through the door and waited on the depot platform where Gleason and the telegrapher soon joined them.

"Guess we'll mosey over to the meeting," said the yardmaster.

"We have something to say," the operator suggested. "Good time to talk organization, eh?"

"We'll let Tom do the talkin'. He knows 'em all and he's well liked."

Again Curly was aware of some secret understanding between these men. He felt like an outsider.

"I'll do the best I can," Hardy said. "But what touched this off?"

"There was a ruckus in the Longhorn last night," Gleason related. "A tin-horn gambler called 'Johnny the Deuce' pulled a fast one on some Texas cowpokes. The boys start shootin' and when the smoke blows away the gambler is dead, one Texan is wounded, and a West End brake-man named Shorty Betson is durned near shot to pieces."

"Shot to pieces!" the telegrapher said with scorn. "I've seen men stop more lead than he did without missin' breakfast. He was hit only twice."

"He was hit, though. And that's what the car-hands blew up about," Gleason declared.

As they passed the roundhouse and crossed the tracks of the repair yard their way was barred by a husky railroader carrying a brake club.

"Meet Jerry Nelson, boys," said Gleason. "He's a new conductor on the West End. What's your job here, Jerry—outer guard?"

"That's right," Nelson answered. "We've got a reg'lar line around the place. Only railroaders can pass. And that reminds me, can you fellers vouch for this rooster over here?"

A lanky individual was seated on a lumber pile puffing at a pipe.

"It's the lightnin' slinger from Kiowa siding," said Hardy. "He rode into town with us today."

"Guess he's all right then. You'd better get a move on. The meetin' is already in session."

There were plenty of tie piles in the material yard. A number of them had been torn down to form a semi-circular seating arrangement with a rough sort of stage or platform facing it. On the benches sat about a hundred railroaders. Some were in their Sunday best with polished shoes, stiff-bosomed shirts, and stiff-brimmed Stetsons. Others wore their working rig of flannel shirts and jeans or conduroys.

One thing they all had in common was a look of competence, a reckless air that came from habitual disregard of danger. Their bodies were hard-muscled; their eyes were clear and marked with the tiny corner wrinkles that came of gazing into blazing sun or icy wind.

Tom Hardy and his companions found seats. A passenger conductor named George Washington Reynolds, chairman of the meeting by acclamation, was speaking. "Wash" had snowy hair, though he was not yet fifty, and was immaculately dressed in cutaway coat and ledger-ruled trousers, with a gold watch chain hung across his vest. His voice was resonant.

"Now that the reason for this meeting has been stated," he said, "I want Brakeman Jim Haley to step up here and tell his story. Jim was an eyewitness of the affair."

HALEY faced the crowd without self-consciousness. He was of medium height, stocky and muscular, and wore a blue flannel shirt. He shoved his hat to the back of his head and began, "You all know Shorty Betson."

His voice was clear and he spoke without heat. "Shorty and me broke pardners for more'n a year," he went on. His cold blue eyes swept round the half-circle. "I don't need to tell you what that means. We bunked in the same caboose, cooked in the same skillet, and we shared our work and our

money and our tobacco with Shorty."

The crowd murmured agreement.

"Last night we get in about ten o'clock," Haley continued, "and after washin' up we step over to Smoky Row for a little drink. The Long-horn is about the third joint we hit and we'd had mebbe three, four drinks in the others. The place is full of Texans from the trail herds and just about every one is packin' a pistol or a bowie knife. Some of 'em carry both."

A growl rose from the audience. Rails have no love for gun-toters or knife-wielders.

"They've got a new gal singer in the Longhorn," says Haley, "and I'm bendin' an ear to her warblin' when a ruckus busts loose over in the corner where the poker tables are."

The crowd was tense and quiet.

"Shorty had bought hisself a stack o' chips and was settin' in the stud game. As I look around, trouble has already started. A big long-hair called Brazos Bill has just accused the dealer of cheatin' and is reachin' for his gun at the same time. But Johnny the Deuce is expectin' the play and cuts loose under the table. Probably had his own gun layin' in his lap. His bullet hits the Texan in the leg.

"The other stud players has fell over backward scramblin' out of the way. I reckon Shorty tried to do the same, but he got tangled up, kicked the table over, and spoils the aim of both these warriors. The tin-horn misses with his second shot and gets drilled plumb center. He was dead before he hit the floor."

Haley paused. His listeners drew long, audible breaths. He spoke slowly and with emphasis.

"The Texan whirls on Shorty, who had no gun. 'You was in on this!' he yells; and *blam! blam!* The first bullet hit Shorty in the chest and knocked him down. The second shot, the one that drilled through the muscle of his right shoulder, was fired when my pardner was lyin' flat on the floor."

Haley raised his clenched fists. He had stated his case and now awaited the verdict.

"How bad is Shorty hurt?" several voices clamored at once.

"I can answer that question," the chairman called. "Doc Manville says he ought to heal in a week."

A wave of the hand brought the crowd back to order. Wash Reynolds was speaking again.

"Men, you've heard the story. A railroader was shot. He was unarmed and had given offense to no one. This meeting was called by a group of us who decided that lawlessness must be stopped. What are we going to do?"

CONDUCTOR WILCOX was on his feet. At a wave from the chairman he took the platform.

"Seems to me," he bellowed, "that this a matter for the law to handle. Only a few months ago we incorporated the town. We had a special election and installed a mayor and town council. I want to know—"

There was a general chorus of catcalls and jeers. Ben waited patiently until the crowd had quieted. "I want to know," he continued, "where is the town marshal? We've got a jail and—"

A storm of groans and derisive cheers greeted this query.

"Here's a man who can answer that question!" Somebody was opening a lane through the crowd and in his wake came a portly silk-hatted man with a pink face. "Gangway for the mayor!"

Amid a storm of boos the fat politician hoisted himself wheezily to the platform and faced his constituents. Flabby jowels bulged over his shirt collar while his weasel eyes searched the sea of faces. He raised a hand.

"Boys," he said, "I heard about this meeting and I have come here to ask you not to do anything drastic. I talked to Mr. Nevin, your superintendent, and there is still a chance to save your jobs. I'm asking you to go back to work and get the cattle moving. Why, men, the whole prosperity of this town depends on it, and you—"

"To hell with the prosperity of the town!" someone yelled.

Wash Reynolds explained: "We didn't want to tie up the railroad, but how else could we all get together? We're plenty sore about these Texas cowmen running hog-wild. Shorty Betson is the third railroader shot in town this year. And, Mister Mayor, he's going to be the last!"

"But we've been trying to get a good marshal," the mayor protested. "Why, we offered—"

His voice was drowned by jeers.

Wash Reynolds called out: "I believe there is a man among us who has the answer. I want you to listen to Tom Hardy."

Amid a spatter of applause the huge brakeman made his way to the platform.

"We railroaders are the back-bone of Prairie City," he said. "Plenty of family men among us have built homes here. We'll have to make the gang on the wrong side of the tracks realize that we mean business. We must organize!"

A roar of approval burst from the crowd. The men were looking at Tom Hardy, brakeman, with new eyes. It was as if they had never really seen him before.

"You want action!" he went on. "Well, you're gonna get it. There's enough of us to lead the way if you will back us. We're goin' across the tracks tonight. And those of you who have guts will be with us!"

There was a full-throated cheer that brought every man to his feet. "Let's go!" they yelled.

TOWARD evening the long-hairs started drifting into town. They came in groups of three or four and they tied their scrubby ponies to the hitch-rails along Whiskey Row. Every man wore a broad leather belt to which was swung a holstered revolver, a murderous Bowie, or both.

The games were late in opening. It was not until an hour or so after dark that the dealers started their monotonous chants at the roulette and chuck-luck layouts, while the lookout men mounted their tall stools at the faro tables.

The play was light, for tonight the Texans milled uncertainly from one rum shop to another and showed no inclination to gamble. Most of them had bunched in the Bella Union, a combination saloon and dance hall. A red-nosed loafer came charging in.

"They're comin'!" he bawled. "Looks like every damn railroad man west of Omaha is headed this way!"

Instantly silence settled over the bar-room. Fiddles ceased their endless squeaking in the dance hall beyond. Cowpokes at the bar hastily gulped their drinks and faced the door. They heard the tramp of many feet on the board sidewalk. This sound was solid and menacing. Railroaders were coming!

THEN the slatted half-doors swung open and the stern-faced avengers poured in. At their head strode Tom Hardy. His eyes were blue and hard. Almost, but not quite, abreast came Buck Gleason the yardmaster, barrel-chested and gorilla-armed. Behind them swarmed nearly a hundred mule-muscled brakemen, firemen, conductors, engineers, and switchmen, even clerks.

Instinctively the cowmen surged toward the back of the bar-room while the railroaders marched in to fill the end nearest the street door. Between the two groups was left a space nearly twenty feet wide. Into this pace stepped Tom Hardy and Yardmaster Gleason.

(Continued on page 46)

WHO IS THIS MAN?

This is the 80 year old SENSEI who is credited as the founder of the present form of AIKIDO. Although slightly built, and just over five feet tall, he recently exhibited his skill by overcoming twelve opponents at once. All of these opponents were more than forty-five years younger, and half of them were Judo and Karate BLACK BELT holders. Some were Kendo experts armed with wooden sticks. As these men attacked the MASTER, they discovered it was practically impossible to touch him. When he finally permitted some of them to grasp him, an effortless "FLICK-OF-THE-WRIST" sent them spinning through the air. IF THIS HAD BEEN ACTUAL COMBAT, THE MASTER COULD HAVE EASILY DESTROYED EACH OF THESE HIGHLY TRAINED FIGHTERS.

WHAT THIS MEANS TO YOU!

Now, regardless of your size, strength, or build, you can protect yourself and your loved ones against any odds by mastering the invincible POWER OF AIKIDO. NOW, YOU NEED NEVER BE AFRAID AGAIN . . . sometimes the fear of being humiliated and physically beaten can be more damaging than the beating itself . . . through the POWER OF AIKIDO you will learn, quickly and easily, to overcome this fear and completely CONTROL any situation.

COMPLETE . . . Nothing Else to Buy!

The POWER OF AIKIDO comes to you complete . . . there is nothing else to buy. You do not need equipment or dummies in order to practice. The step-by-step, action illustrations guide you carefully through the entire course, constantly teaching, explaining, and showing you how to apply the unbeatable POWER OF AIKIDO. Now you can forget any other method of fighting you ever learned, because ONLY AIKIDO is unbeatable.

This complete new course in the POWER OF AIKIDO was originally designed for a small, select group of self-defense experts. However, because of the increasing crime rate, and brutal mugging attacks which have made our parks and streets unsafe for decent people, the POWER OF AIKIDO is now available to YOU. You must feel that the POWER OF AIKIDO has made a CONFIDENT, NEW MAN out of you . . . you must feel that the POWER OF AIKIDO is as unbeatable and easy to learn as I say it is or it costs you absolutely nothing. Don't even bother returning the book . . . just tear off the front cover and mail it back for a full refund of your purchase price. I'll take your word for it. THIS EDITION IS LIMITED! MAIL THE ORDER-FORM NOW!

Law Enforcement Agencies: Write for quantity discounts on official letterhead.

"I'll give you the SECRET POWER OF AIKIDO* the PHYSICAL-MENTAL FIGHTING POWER of the Orient . . . which requires no strength yet instantly destroys any attack WITHOUT BODILY CONTACT!"

*Pronounced I-Key-Doo

This fantastic method of Oriental PHYSIO-MENTAL FIGHTING POWER has existed in secret for centuries. Because it is unbeatable; because of its amazing power to disable and destroy; and because there is no counter against an Aikido technique, it has been quietly withheld from the general public. Now, the devastating methods of AIKIDO are revealed to you in English, by an expert who dares teach you at his risk!

NOW, IF YOU CAN READ, YOU CAN MASTER THE THEORY OF THIS UNBEATABLE "FLICK-OF-THE-WRIST" TECHNIQUE!

WHAT IS AIKIDO ?

Aikido is the most powerful form of attack and defense in existence. It is faster and more effective than Karate or Judo, and easier to learn. Even armed Kendo or fencing experts will avoid combat with an Aikido master, because they know that Aikido is unbeatable. With even a basic knowledge of this fantastic theory, learned quickly and easily in your own home, you will be able to overcome and beat four, and even five hoodlums, professional fighters, and even Judo and Karate experts. In studying this new and heavily illustrated book, you will immediately understand how to send any attacker spinning through the air, crash another into the ground, disarm and disable two or three more . . . all without "working up a lather."

WHY IS AIKIDO DIFFERENT?

THE ESSENCE OF AIKIDO POWER LIES IN ITS ABILITY TO OVERCOME YOUR ATTACKERS WITHOUT BODILY CONTACT. NOT ONLY IS THIS POSSIBLE, IT IS BEING PRACTICED AT THIS VERY MOMENT IN CERTAIN PARTS OF THE ORIENT!

Aikido is different because it is not necessary to hold, grab, kick or strike your attackers in order to overcome them. The simple, easy movements in Aikido do not require muscle power or brute force in any form. And the result of AIKIDO POWER can be DEADLY, CRIPPLING, AND DISASTROUS to any attacker who dares threaten you with ANY other form of fighting. Now, with the POWER OF AIKIDO you will walk the streets with confidence . . . secure in the knowledge that you can handle ANY attacker, ANY situation, ANY time! You will take pride in the new respect shown by your friends and loved ones.

MAIL THIS NO-RISK, FREE-TRIAL COUPON NOW!

DAVIS & BENNETT INC., Dept. AMG-11
23 W. 47th Street (7th Floor), New York, N. Y. 10036

O.K., I accept your no-risk, free-trial offer to teach me THE POWER OF AIKIDO. Ship immediately in plain wrapper. I enclose $3.98 full payment, and there will be nothing to pay on delivery. My friends and I must agree with everything you've said about the POWER OF AIKIDO or my purchase price will be refunded in full . . . I just return the front cover of the book.

NAME .....

ADDRESS .....

CITY ..... STATE .....

I am under eighteen, but have parent/guardian permission to learn the POWER OF AIKIDO.

FINISH HIGH SCHOOL AT HOME

DON'T miss good opportunities just because you don't have a high school diploma. You can now finish high school at home – during spare hours – without loss of a single day from your present job.

The Wayne High School Program makes home study easy and interesting. You receive individual assignments from experienced instructors. You take everything at your own pace, so you are neither hurried nor slowed down. And in addition to basic high school subjects which qualify you for a diploma, you have a choice of practical vocational subjects which help you get started in one of many profitable fields.

If you've had enough of just working in a rut—if you want to make up rapidly for lost time—if you want to know the feeling of pride and confidence that comes with saying "Of course, I'm a high school graduate," then you should find out right away what Wayne study can do for you. *The cost is remarkably low.*

Send for free illustrated booklet

If you are 17 or older and not now in school, send for the free booklet "How to Finish High School at Home." It contains important and surprising facts about the earnings and success opportunities of high school graduates. It will also give you full details of the Wayne High School Program. Mail coupon to Wayne, 417 S. Dearborn, Chicago, Illinois 60605.

WAYNE SCHOOL
Dept. 48-526, 417 South Dearborn St.
Chicago, Illinois 60605

Please send free illustrated booklet
"How to Finish High School at Home."

Name .....

Address .....

City & Zone ..... State .....

County ..... Age ....

WORKING HOURS

Occupation ..... A.M. .... P.M. ....

612

"We're lookin' for Brazos Bill." Hardy's voice was flat and uncompromising. "We want to settle a little score."

"Brazos Bill got a bullet in his laig last night, as you damn well know." A tall rangy Texan stepped forward, belt loosened so that his gun swung low and handy. "Anything you want to settle, you can settle with me."

"Let's cut out the conversation and get down to business," snarled Hardy. "You fellers have been gettin' too handy with your six-shooters around here. Now let's see if there's a man among you that has guts enough to fight with fists!"

The rangy Texan's hand dropped to the butt of his Colt, but before the gun had cleared the holster Tom Hardy had taken two tiger like steps forward. The brakeman's fist looped in a haymaker that started a foot behind the hip pocket.

For a split second the cowboy stood erect. Then his eyes glazed, his knees buckled. He sagged forward and fell flat on his face. Tom kicked the gun contemptuously out of an inert hand.

"Next!" he taunted.

THERE was an ominous stir among the cowmen. More than one hand was dragging at a holstered gun. But a new movement in the other crowd gave them pause. A dozen or more grim-faced men had edged to the front and each gripped with iron fist a brake club or a sawed-off pick handle.

"Better not unlimber that artillery!" Gleason warned. "If there's a man among you that has guts enough to swing his fists, let him step out here."

For a tense moment the cowmen shuffled uneasily. Then a long-legged, rawboned Texan shouldered forward. He tossed aside a battered sombrero and unbuckled his gun belt as he came.

"I'm callin' that bluff."

Another gaunt cowman stepped to his side and drawled: "I aim to second Lacey here. My name's Blanding."

Solemnly they shook hands.

"Any special rules to this kind of fightin'?" the Texan queried.

"Not any," Gleason replied, "unless you want to make some. Way we fight is, no bootin' when a man is down and the other feller on his feet. If they clinch and hit the floor together they just waller it out."

"Suits us, I reckon," Blanding grunted, stepping to one side. "All right boys, let 'er go!"

Warily the contestants circled, shoulders hunched a little forward, weight on the balls of their feet, rock-like fists ready. Fairly even physically they were. Tom Hardy and Buckskin Lacey.

The railroader feinted with his left, hoping to make his opponent open up. Then the Texan charged, swinging both fists in a barrage of wallops. Hardy covered, blocked, side-stepped, and rolled with the punches that landed. Around and around they circled.

Then Hardy saw the opening he had been waiting for. His fist lashed out in a straight left that exploded on the Texan's chin and stopped him in his tracks. As his hands dropped to his sides, Tom stepped in, hooking right and left into the pit of his stomach.

The fight could have ended right there, for the cowboy was practically out on his feet. But Hardy stepped back.

"Catch him before he falls," he shouted. "I ain't half finished yet."

AGAIN the battlers were in the center of the floor and again the Texan was rushing. But the steam was gone from his punches. Hardy brushed them off or "rode" them with contemptuous ease. And at the end of each flurry he landed two or three blows that hurt.

It couldn't last forever. The cowpuncher was getting the blind staggers and he could scarcely raise his hands. Hardy maneuvered him into position with his back to the other cowmen. He stepped in close and hooked rights and lefts into the other man's ribs with a force that cracked the very bones.

The Texan went to the floor with a howl. Tom Hardy moved back into his own crowd, leaving the other cowmen to gather up their champion.

Buck Gleason stepped forward then. "I want to announce," he said, "that hostilities are closed unless some of you fellers want more of the same."

There seemed to be no takers. After a short pause the yardmaster continued: "Trains will start runnin' as soon as you fellers can crowd your steers into the corrals. We've got cars enough to move two thousand head in the yard."

The cowmen applauded.

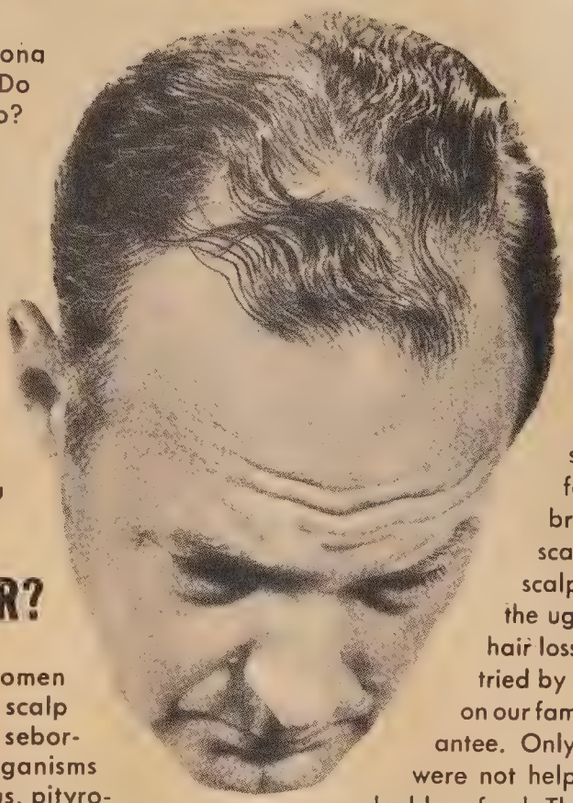
"One more item I aim to mention," said Gleason. "We want you cowmen to have your fun, but don't pick on any railroaders."

Thereafter the hard-muscled rails strode along the narrow sidewalks of Prairie City and gave no more than a fair share of the right of way to anybody. Never again did a railroader fall before the smoking gun of a man from the Texas Trail. As the cowpokes had discovered, railroaders are tough. ●

IS YOUR HAIR GROWING OR GOING?

Stand in front of a mirror. Take a long hard look at the top of your head. Do you have as much hair as one year ago? Do you see any new hair growth?

If your answer is no, it is important that you take steps today to save the hair you now have. If you act now, you may be able to reverse the trend on your head. You may be able to grow new hair faster than it is falling out. Doesn't that make sense to you? Wouldn't you like to look in the mirror a year from now and see more hair on your head than you see now? Why lose your hair if you don't have to?



CAN YOU SAVE YOUR HAIR?

Every year thousands of men and women go bald — needlessly — because of a scalp infection. This scalp infection is called seborrhea. Doctors say that three germ organisms cause seborrhea: staphyloccocus albus, pityrosporum ovale, and microbacillus. These germs attack the sebacious glands and the hair follicles themselves. If not checked, permament damage is done. The hair follicles atrophy, lose their ability to produce new hairs. The result: premature baldness.

You can easily tell if you are a victim of seborrhea. If you have itchy scalp, dandruff, hair loss, very dry or oily scalp, the chances are that you have seborrhea. Neglect these symptoms and you invite baldness.

Treat your scalp to Ward's Formula. This amazing scalp medicine quickly controls seborrhea and stops the hair loss it causes.

Here's the Proof!

I must admit I didn't have much faith in it, but I hadn't been using Ward's one week before I could see it was helping me. I could feel my hair getting thicker.
E. K., Cleveland, Ohio

Out of all the Hair Experts I went to, I've gotten the *most* help from one bottle of Ward's Formula.
C. La M., Philadelphia, Pa.

After using Ward's for only 12 days, my hair has stopped falling out.
R. W. C., Cicero, Ill.

I am tickled to death with the results. In just two weeks' time—*no dandruff!* *W. T. W., Portola, Cal.*

I feel encouraged to say that the infuriating scalp itch which has bothered me for 5 years is now gone.
J. M. K., Columbus, Ohio

Male pattern baldness is the cause of the great majority of cases of baldness and excessive hair loss, for which neither the Ward treatment nor any other treatment is effective.

DOUBLE MONEY BACK GUARANTEE

In seconds, Ward's Formula kills the three parasitic germ organisms retarding normal hair growth. This swift germicidal action has been proven in scientific tests by a world-famous testing laboratory (copy of laboratory report sent on request). Ward's removes infectious dandruff, stops scalp itch, brings hair-nourishing blood to the scalp, tends to normalize very dry or oily scalp. In brief Ward's Formula corrects the ugly symptoms of seborrhea, stops the hair loss it causes. Ward's Formula has been tried by more than 550,000 men and women on our famous Double-Your-Money-Back Guarantee. Only 1.9% of these men and women were not helped by Ward's and asked for their double refund. This is truly an amazing performance.

Why not join the men and women who have successfully ended their troubles? Treat your scalp with Ward's Formula. *Try it at our risk.* In only 10 days you must see and feel the marked improvement in your scalp and hair. Your dandruff must be gone. Your scalp itch must stop. Your hair must look thicker, more attractive, and alive. Your excessive hair loss must stop. You must be completely satisfied—in only 10 days—with the improved condition of your scalp and hair, or simply return the unused portion for Double Your Money Back. So why delay? Delay may cost your hair.

H. H. Ward & Co., Inc., 19 West 44 Street, N. Y. 36, N. Y. © 1963

Doctors and hospitals can obtain professional samples of Ward's Formula on written request.

H. H. Ward & Co., Inc. Dept. 3411-H
19 West 44 Street, New York 36, N. Y.

Rush Ward's Formula to me at once. I must be completely satisfied in only 10 days or you GUARANTEE refund of DOUBLE MY MONEY BACK upon return of bottle and unused portion.

Name .....

Address .....

City..... Zone..... State.....

☐ Enclosed find $2, send postpaid (check, cash, money order)
☐ Send C.O.D. I will pay postman $2 plus 76 cents in postal charges (save the 76 cents by enclosing $2)
☐ Send triple size for $5. You save $1.
Canadian, foreign, add 50 cents — No C.O.D.

DOUBLE MONEY BACK GUARANTEE

HOBBY CLUB

Conducted by Sy Reich

A meet on the Fort Worth & Denver Ry. (CB&Q) at Henrietta, Texas: southbound freight with work equipment, headed by engine 855, and northbound extra 409.

Photo by Everett L. DeGolyer, Jr., 1008, 211 North Ervay Bldg., Dallas, Texas

A REPORT on the recent meeting of the Association of German Railroad Friends at Augsburg comes from Joachim Lehnert, Werdenfelserstr. 89, Augsburg, Germany. "We took a special train to Munich," he writes, "where we had a choice of visiting 3 main locomotive yards, shops for repair of electric locos and passenger cars, the school for electric loco drivers, a technical institution for diesel and electric locos, and the yards and main station of the Munich streetcar company.

Sy Reich

"I chose the main station yards, where we viewed many older types of electric locos—big jobs with great slow-running motors in the body and transmission by connecting rods to the drivers—which run only around Munich. Of course, we saw the newest ones also. We saw new diesels which replace steam engines, and we saw the 4-6-2 steamers which used to pull fast passenger trains between Munich and Berlin but are now handling locals. Finally, we inspected the interesting school for electric loco drivers.

"On another trip, despite rain and cold, ten coaches full of railfans took part in the last run of the former Bavarian S 3/6 Pacific 18-622 just before she was retired and scrapped. TV, the press, and movie photographers were represented. Miles of film and tape recordings were made, and thousands of snapshots. The loco was decorated with flowers, flags, and green foliage."

The Steam Parade

Leonard Hutton has a 2-foot-gage 0-4-0 steam locomotive in good operating condition and would like to use her on a tourist attraction shortline anywhere in the U.S. or Canada, preferably western Canada. He worked many years in Canadian National engine service. Now retired, he lives at 922 Old Esquimalt Rd., Victoria, B.C., and wants a partner. Anyone interested?

The engine is a German Henschel, vintage of 1936, weighing 10½ tons. She cost Mr. Hutton about $7,000, including transportation from Germany, where she was engaged in surface mining operations, and a few repairs. With an all-copper firebox and flue-sheet, he says, she is very cheap to operate and well suited to pull passenger cars around a park. After testing her, a Canadian Government inspector found her capable of 240 pounds of operating pressure but needing only 155 pounds for service.

With the aid of retired railroaders, Mrs. Shirley Murch operates the midget railroad that carries passengers on 4 trains over 1½ miles of line through the 83 acres of the St. Louis Zoo. As popular as the Zoo itself, the railroad had a passenger count of more than one million last year. Mrs. Murch doesn't have to hunt for workers to fill jobs. She has a long list of applicants—all former railroaders.

The Virginia & Truckee, abandoned years ago but now slightly revived, operated for one-eighth of a mile out of Carson City, Nev., on Labor Day with steam loco 202 and a car built in the Carson Shops in 1875, reports Stephen E. Drew, secretary of the V&T Railroad Club, 4180 Randolph Ave., Oakland, Calif. 94602. Restoration and tracklaying will continue with funds available. For details on membership in the Nevada Heritage Society, which is sponsoring this project, and info. on buying spikes, rail, and other needed supplies to help the V&T restoration, contact Dr. Linden A. Rushmer, executive secretary, 130 N. Virginia St., Reno, Nev. 89501.

REAL STEAM CALLIOPE RECORDINGS

DECCA No. 9-38231 (45 RPM) recorded aboard Sternwheel Steamer DELTA QUEEN by Professor E. Jay Quinby and Billy Menke. Traditional Steamboat Tunes and the big Steamboat Whistle. $1.00 Postpaid. Write

GREENE LINE STEAMERS, INC. 327 Public Landing • Cincinnati 2, Ohio

Summer of 1963: No. 16 was one of the senior citizens on the Oshawa (Ont.) Railway, an electric line, later dieselized, which existed for years mainly to haul General Motors supplies and products to and from parent road, the Canadian National.
Photo by John Flint Sheldon, 730 Locksley Rd., Yorktown Heights, N.Y.

IT'S HERE!
IN ANSWER TO YOUR THOUSANDS OF REQUESTS!!

. . .AND VOLUME ONE IS STILL AVAILABLE
BONUS OFFER: WHEN YOU ORDER VOLUME II at regular list price of $4.79 . . .

. . .AND THAT'S NOT ALL
ALL ORDERS RECEIVED PRIOR TO DECEMBER 31, 1965 will automatically receive FREE OF CHARGE this GIFT BONUS

VOLUME TWO

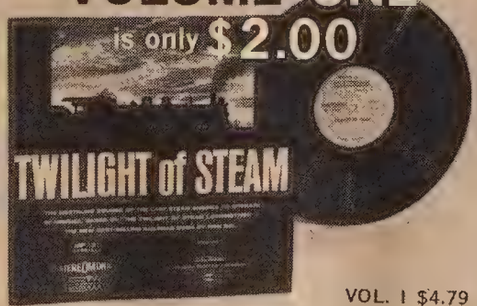
VOL. II $4.79

Another fantastic collection of railroad sounds during the era of the "twilight of steam". More than eight different railroads, ten locomotives, all brand new recordings, never be-for heard on record. Stereo/monaural quality consistent with the high standards established by the staff of Mobile Fidelity Records.

Be trackside with us as Kentucky & Tennessee Mikado #12 emerges from the east portal of a tunnel, fighting a 4% grade. Or, how about a ride on the tender of the Decapod or D. M. & I. R. 2-10-2. Plus thirty more minutes of great entertainment that will recall many fond memories! **Only $4.79 ea. post paid**

ALL PRESSINGS ARE MADE OF 100% ANTI-STATIC POLYMAX for longer life, playback brilliance unequaled anywhere in the world, and factory clean pressings that will remain so for life.

VOLUME ONE
is only $2.00



VOL. I $4.79

THAT'S RIGHT; ORDER VOLUME TWO NOW! GET VOLUME ONE FOR ONLY $2.00.
THIS TWO VOLUME RECORD SET IS A MUST FOR EVERYONE WHO LOVED AND KNEW THE IRON HORSE.

(Ron Ziel's best selling book, "The Twilight of the Steam Locomotives is still available upon request at $5.95 per copy, postpaid.)

FREE 1965-66 CATALOG UPON REQUEST. CONTAINS COMPLETE DESCRIPTIONS ELEVEN RAILROAD ALBUMS.

THE CHOO-CHOO TRAINS
(regular price $1.00)

EP I $1.00

Act now, put your fall gift chores away and order today. You can't beat this combination for value.
A $10.50 package for $6.79
VOLUME II = $4.79 ea.
VOLUME I = $2.00 EP I FREE
POSTPAID (Calif. residents add 4% tax)
Note: VOLUME I and II are 12" L.P. albums, 33⅓ rpm, stereo/monaural.
EP I is a 7" 45 rpm extended play disc with 13 minutes of playing time.
RUSH YOUR ORDER TO:

MOBILE FIDELITY RECORDS
P.O. Box 336
Burbank, California 91503
(213) 848-5367

yours for 1/30th the cost of diamonds!

Capra Gems

. . . hand-cut, hand-polished, hand-selected

Get full facts, FREE, on man's most amazing discovery by modern science — CAPRA GEMS. A miracle of science described in recent issues of Saturday Evening Post and Reader's Digest. They're more dazzling than diamonds, yet cost much less. CAPRA GEMS' refractive quality is actually higher than diamonds! Brilliantly beautiful, dazzling CAPRA GEMS are hand cut, hand polished and hand selected . . . priced within the reach of all who love fine gems. A 1-carat unset diamond stone costs you approximately $1000. A comparable choice selected, 1-carat CAPRA GEM is yours for $27 . . . and can be bought on small easy payments.

GET THE FACTS NOW . . . Valuable illustrated booklet shows a wide selection of men's and women's rings. Gives full details, including prices and settings . . . shows all CAPRA GEMS actual size. Limited supply, so send today without delay. No charge, no obligation. Get all the facts on CAPRA GEMS . . . more dazzling than diamonds.

Send No Money! Mail Today

CAPRA GEMS CO. Dept. A-115
P.O. 5145, Phila. 41, Penna.

Name .....

Address .....

City..... Zone..... State.....

Stronger Muscles

WHILE STANDING STILL!

Build a powerful physique, broad shoulders, trim waist, in less than 2 minutes a day!

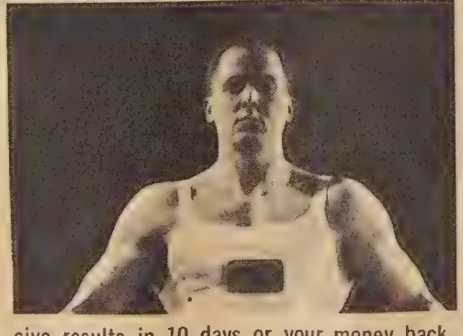
Muscles weak and flabby? Chest sunken? Shoulders narrow and round? "Spare tire" around your waist? It doesn't matter whether you are 20, 50 years old, or more, you can change that unattractive picture into a muscular, athletic physique — **without strenuous exercise — without gymnasium equipment — without lengthy, tiring work-outs . . . and you can do it in less than 2 minutes a day right in your own room!**

A new and unique TENSOLATOR method that combines, for the first time, the positive benefits of both Isometric Contraction and Isotonic muscle-building increases strength and vigor at an unprecedented rate.

This new method, developed at the Max Planck Institute in West Germany and used successfully to train the German Olympic Team and other athletes all over the world, is now available to help EVERYONE develop that trim, muscular body.

You do a short series of 7-second exercises once each day — less than 2 minutes altogether. You can concentrate on extra development of particular muscle groups if you wish.

You will see results fast—broad shoulders, filled-out chest, sinewy muscles, trim waist. It works so fast that we guarantee impressive results in 10 days or your money back without question.



45% of your body is muscle. That is why you can reshape your physique and increase your vibrant health by using this new method. A lavishly illustrated brochure shows you how the TENSOLATOR method works, step by step. Send today for free brochure that can make a new man out of you. (Enclose 25c to cover postage and handling.)

THOYLO CORPORATION, Dept. A-1
509 5th Ave., New York, N.Y. 10017

Name _____

Address _____

City _____ State _____

"At Montreal recently I saw six Canadian Pacific steam locos waiting to be scrapped in the Angus Shops," writes Ronald J. Muldowney, 12 W. Craig St., Basking Ridge, N.J. 07920. "I noted Nos. 2827 and 2858 (both Royal Hudsons), No. 1201 (4-6-2), No. 424 (4-6-0), and 2 others I could not identify. Nearby were many tenders of engines already scrapped. The CP is waiting for a rise in scrap metal values before feeding these other locos to the torch.

"Groveton Paper Corp. at Groveton, N.H., has an 0-4-0, No. 5, stored in poor shape. The East Branch & Lincoln Railroad has two locos on dislpay in good condition: No. 5 (2-4-2T), Baldwin, 1906, and No. 3 (0-4-0T), Porter, 1917. Also an old wooden water tower. When I visited the Strasburg R.R. on August 21st I saw the former Pennsy D-16 No. 1223 under steam for the first time since the PRR retired her. It was a heartening sight. Three Reading T-1's are still stored in the Reading, Pa., roundhouse: Nos. 2100, 2101, and 2102, all showing signs of deterioration."

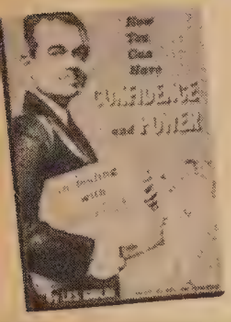
Sad news is reported by Wayne Laepple in *Locomotive Notes*: Laurel Mountain R.R. is one of the first tourist operations to shut down. This operation ran over the B&O's Boswell branch out of Somerset, Pa., powered by Buffalo Creek & Gauley No. 13 (2-8-0). All LM equipment is up for sale. LM ran into difficulty with B&O in regard to trackage rights and operating crews.

David DeCamp, a railroad buff from Long Island, recently bought the ex-Illinois Central steamer 790 from Louis Keller, Cedar Rapids, Iowa, who had used her as an attraction at county fairs, writes Richard Palmer, 300 Burt St., Syracuse, N.Y. 13202. The engine arrived in August at Tupper Lake, N.Y., in tiptop shape, and after a few minor adjustments began running between that point and Tupper Lake Jct. The new owner hopes to use about 25 miles of New York Central track between Tupper Lake and Lake Placid. According to Luke Wood, agent at Saranac Lake, regularly scheduled passenger service between these 2 villages is on the agenda. George Clark of Tupper Lake, a retired NYC hogger, accompanied the 790 on her two-week trip from Iowa.

The Illinois Central has restored the *Mississippi* to a condition worthy of her historical significance as the South's oldest locomotive. Built in England in 1834 for use on the first railroad in the State of Mississippi, she was bombarded in the Civil War. Later, after running into a mud bank, she was abandoned, but is now on display at the Chicago Museum of Science and Industry.

INCREASE YOUR MIND POWER!

101 HOW TO HAVE CONFIDENCE AND POWER



$2

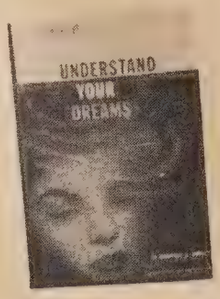
Tells how to get people to say "yes" to you. Gives basic secret for influencing others that can return you handsome dividends. How to control the attitudes and actions of others without their realizing it. Reveals subtle, clever ways you can create a strong first impression. Valuable secrets for attracting people and winning friends.

102 THE SECRET OF BOWLING STRIKES

$2

Here's the key to getting more strikes and higher scores. Here's a unique book that shows and explains how you can bowl strikes. For the first time "the secret of the strike ball" has been analyzed. This remarkable new technique is thoroughly explained and can be easily understood.

103 HOW TO UNDERSTAND YOUR DREAMS



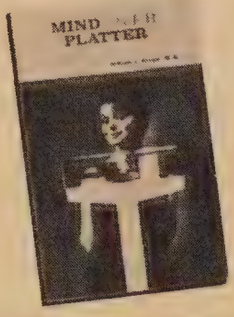
$2

This book will teach the reader something about his dreams. "The apparently innocent dreams," points out Freud, "turn out to be quite the reverse when we take the trouble to analyze them." This book analyzes actual dreams and explains what you can find out by your own dreams. Fascinating and interesting.

104 MIND OVER PLATTER

$2

The secret of sticking to your diet is revealed. Here, at last, is the key to sticking to your reducing diet. Enables you to maintain your ideal weight. A famous medical doctor tells and shows you how he successfully treated 2,000 overweight people. If you have tried to lose weight and failed, read this book.



105 YOU CAN ANALYZE HANDWRITING

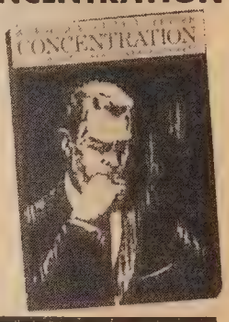
$2

A practical tool for self-knowledge and personal power. A complete course in graphology, based on simplified methods. Includes scores of carefully-analyzed samples, emotion matcher, graphoguides, and other aides. Carefully arranged for step-by-step progress.

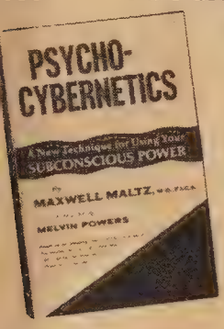
107 PRACTICAL GUIDE TO BETTER CONCENTRATION

$2

You are shown how to improve your powers of memory and concentration so that you can easily remember names and faces as well as master any subject. Concentration is an acquired power and anyone with normal intelligence can acquire it. You can too.



108 PSYCHO-CYBERNETICS

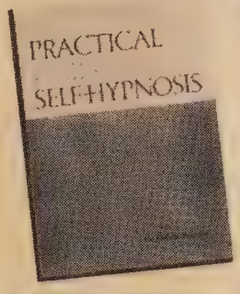


$2

This book shows and clearly explains a new way to get more living out of life. This book is considered by many to be the best self-help inspirational book ever written. It deals with the new science of self image psychology. Tells how to tap your hidden power within you.

112 PRACTICAL GUIDE TO SELF-HYPNOSIS

$2



This book is written in terms that can be easily understood by the layman. The instructions should afford the reader a means of acquiring self-hypnosis. The necessary material is here. The reader need only follow the instructions as they are given. You can acquire a more rewarding, well-adjusted and fuller life.

115 HOW TO DEVELOP A BETTER SPEAKING VOICE

$1

Release your voice and find your true personality. This book teaches you how to win success with your voice. You can put new strength and magnetism in your voice. Your voice can be good and command respect. Teaches to improve the tone quality of your voice.

116 HYPNOTISM REVEALED

$1

The author shows you step-by-step how you can easily master this fascinating science. He gives you the exact words that are used to induce deep hypnosis. You are shown how hypnosis is used to cope with many problems. You'll also learn how to hypnotize yourself.

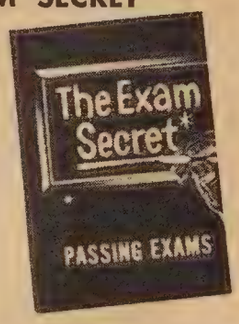
117 MENTAL POWER THRU SLEEP SUGGESTION $1

There is abundant scientific evidence that the subconscious functions while we sleep. Sleep-suggestion is a remarkably efficient way of directing suggestions to the subconscious during sleep. A method has been devised that makes it possible during restful hours of sleep. A most unusual and thought-provoking book.

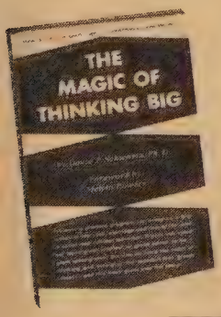
118 THE EXAM SECRET

$1

Gives you astounding new study techniques. Pass every test you take. Exam nerves? Away with them. Novel but tested methods clearly explained. Hit your target every time. Every page contains new ideas for gainful study. Shows you short cuts to learning. Astonishing results!



123 MAGIC OF THINKING BIG $2



Don't gamble on your chances for success and riches. You can skyrocket your income! You can multiply your money-making power. You are given a unique and proven way to achieve a higher income, financial security, a prestige job, power and influence and greater enjoyment in living.

30-DAY TRIAL PERIOD
MAIL NO-RISK COUPON TODAY!

WILSHIRE BOOK COMPANY Dept. 3337
8721 Sunset Blvd., Hollywood, California, 90069

Gentlemen: Please send me postpaid the books I have circled in this coupon. If I am not completely satisfied, I will return the books within 30 days for a full refund.

I am enclosing my check ☐ cash ☐ money order ☐ for $_____

NAME _____
(Please Print)

STREET _____

CITY _____ STATE _____ ZIP CODE _____

CALIFORNIA RESIDENTS PLEASE ADD 4% SALES TAX

101	108
102	112
103	115
104	116
105	117
107	118
123	

COLOR MOVIES OF COLORADO NARROW GAUGE STEAM TRAINS

*"SAN JUAN EXPRESS" Rocky Mtn. Railroad Club excursion from Alamosa to Silverton via Cumbres Pass, Chama & Durango. Narrow Gauge map and history included.
8mm 100 ft. $9.95 16mm 200 ft. $24.95
*"NARROW GAUGE TO SILVERTON" Famous D&RGW road between Durango and Silverton where railroading of the 1880's is lived again. Descriptive folder included.
8mm 50 ft. $5.95 16mm 100 ft. $12.95
*Available with authentic narrow gauge sound on magnetic stripe. Write for details.

SCENIC ASSOCIATES, INC.
Dept. R, Box 547 Colorado Springs, Colo.

Railroad Record Club

Authentic Steam And Electric Railway Recordings

10", 33.3 rpm SAMPLER CONTAINING SELECTIONS FROM 8 DIFFERENT RECORDS — $1.98 POSTPAID.
Free Literature
RAILROAD RECORD CLUB HAWKINS, WISCONSIN

BALDWIN LOCOMOTIVE WORKS
RECORD OF RECENT CONSTRUCTION
Reprint — (2nd printing June 1965)
RECORD No. 79 Pacific Type Locomotives — 1914
42 pages — 18 Steam Locomotive pictures
Specifications & Text 6x9
Cover Picture PRR Class K3 engine #8661
$2.00 Postpaid
STEAM LOCOMOTIVES OF YESTERYEAR
40 Wilton Ave., Dept. RRM-1, Clifton Heights, Pa.

RAILROAD EMBLEMS
(CLOTH PATCHES)
List now includes more than 175 road names, some very rare.
Send 15c in coin or stamps for illustrated catalog.
M. B. AUSTIN
P. O. Box 904 San Mateo, Calif.

STEAM AND TROLLEY
Slides For Sale — rare old items, diesel and scenic, too. Customers say: "Finest I've seen"; " . . . truest colors"; " . . . sharp and clean"; " . . . very durable"; " . . . best service"; " . . . fabulous choice." List of your favorite roads and sample slide, 35c.
THIRTY-FIVE SLIDES
Box 2222 Green Mountain Falls, Colorado 80819

SOUTHERN RAILWAY BOOK
(See reviews in both Railroad Magazine and Trains July 1965 issues)
STEAM LOCOS & BOATS SOUTHERN RY SYS. (204 pages clothbound) ---$10.00
GEORGIA RR AND WEST POINT ROUTE BOOK (114 pages clothbound) ------$9.50
R. E. PRINCE
P. O. Box 724 Green River, Wyo.

FLORIDA WATER WONDERLAND
—Homesites, Cottagesites, Mobilesites. Established area. $390 full price, $5.00 a month. Swimming, fishing, boating. Write,
LAKE WEIR
Box 38fe, Silver Springs, Florida
AD-6-1070 (F-1)

UNION PACIFIC STEAM
By James L. Ehernberger & Francis G. Gschwind
BOOKS NOW AVAILABLE @ $4.95 Postpaid
SMOKE ACROSS THE PRAIRIE
NEBRASKA DIVISION
SMOKE OVER THE DIVIDE
WYOMING DIVISION
COMING SOON (By November 1st.) @ $4.95
SMOKE ABOVE THE PLAINS
KANSAS DIVISION
Contains: over 100 excellent photographs by well-known photographers; a description of each line operated by the Union Pacific during the last 25 years of the steam era. Attractive art-work covers. Hard-bound 8½x11.
E. & G. PUBLICATIONS
Box 101, Callaway, Nebraska 68825

"Canadian National 6218, with a fleecy smoke plume, did a magnificent job in whipping that railfan train from St. Albans to White River Jct., Vermont, on August 21st.," enthuses Thomas T. Taber, 43 Hillcrest Rd., Madison, N.J., who is writing a comprehensive book on Lackawana steam power. "I figured the actual running time at 120 minutes for the 117 miles. Never before had I traveled so fast across Vermont. It was terrific! On arrival at White River Jct. I commended the engineer. He grinned and said: 'Thanks. It was fun, wasn't it?' That was a man for my money."

Who can tell W. B. Reed, 108 N. Main St., Livinston, Mont., which railroad in the U.S. has the most powerful steam locomotive now in operation?

Southern Railway has leased a steam loco, the Atlanta & West Point No. 290, to the NRHS, Atlanta Chapter reports Elmer J. Braswell, Jr., 1581 Melrose Dr., Atlanta, Ga. 30310. She was rebuilt into operable condition, renumbered, and repainted the Southern's color scheme. Elmer also says the railroad museum at Lakewood Park will be moved. Its equipment is to be stored at various places until a permanent site is found.

Franklin Hiller recalls: "As a small boy, when I visited my grandmother in St. Johnsville, N.Y., I would stand on the bridge over the New York Central tracks and watch the steam locos roar directly beneath me, belching clouds of acrid smoke. The first time I stood there I was terrified, but I soon got used to it."

A Union Pacific "Big Boy," No. 4018, one of the most powerful steam locos ever built, recently joined the Age of Steam exhibit at the Texas State Fair Grounds in Dallas and will stay there permanently, reports W. D. Sherman, 608 W. Debard St., Palestine, Texas. This giant 4-8-8-4 coalburner measures 16′ 2½″ from the top of the rails to the smokestack rim. She weighs 762,000 pounds without tender, or 1,189,500 in working order with tender.

Those engines were really large and they made history.

The Big Boys were designed for speeds of up to 80 miles per hour. Each could pull a train of 650 cars, about six miles long, weighing 30,000 tons, on level track, or 3,200 tons up a hill with a 1.55 percent grade at 10 miles per hour.

No. 4018 is so heavy that, when being taken to her last terminus by the Santa Fe Railway, she split a rail at a Dallas grade crossing. This triggered the automatic warning signal and held up a passenger train 30 minutes.

Railfans living in or near Oakland, Calif., should visit Harrison Square Railroad Park, which displays a freshly-repainted Southern Pacific 4-6-2, No. 2467 we learn from Andrew Irwin (age 14), 812 E. 9th St., Davis, Calif. The cab is fenced in to safeguard it from vandals, but you can climb up between the cab and the tender to look in. There are also a baggage car, the private car *Western*, and a club car which is used sometimes for children's birthday parties. Two park employes live in the *Western*, conduct tours through it, and take care of the park.

"In a dark and dingy area of the Beech Bottom Power Co. plant at Power, W. Va.," writes John W. Howell III, 55 Elston Rd., Upper Montclair, N.J., "I was surprised to find, quite by chance, and old 0-6-0 switcher, No. 3. She has been stored there about 15 years under cover in relatively good condition.

"It took some detective work to get these specifications: Cylinders 17x24″, diameter of drivers 44″, working pressure 160 lbs., total engine wheel base 10 feet, with tender 35 ft. 7½″, total engine weight in working order 88,000 lbs., water capacity 3000 gals., fuel capacity 4½ tons of soft coal, boiler diamater 46″, heating surface 1203 sq. ft., and tractive power of 21,438 lbs. at 85 working pressure. Baldwin built her in 1920 to haul coal cars, which she did until a diesel replaced her in about 1950.

"Anyone interested in buying the 0-6-0 should contact H.O. Gray at the Ohio Power Co. main office in Canton, Ohio. This company is a subsidiary of American Electric Power Co., 2 Broadway, New York. N.Y. Asking price is $3,000; but after inspecting her, make your own offer."

Railroad Museum Notes

Labor Day week-end saw unprecedented crowds riding the steam-powered Strasburg Rail Road at Strasburg, Pa., reports our special correspondent for that area, L. P. Cummings, 129 Nevin St., Lancaster, Pa. Slightly over 3,900 visitors showed up on Sunday alone and the road's single-trip record was broken with 700-plus passengers. (Train's seating capacity is only about 500.)

"I rode the 2 p.m. trip that day," Cummings writes. "They usually stop at the Carpenters' graveyard, but this time they had to back down the track about a quarter-mile to work up enough power to climb it. It was the first time, I believe, that such a thing happened at Strasburg. After the Pennsylvania State Railroad Museum has been built there, within the next year or so, the Strasburg will need more coaches to

U.S. GOV'T SURPLUS

DIRECT FROM GOV'T. FOR ONLY A FRACTION OF ORIGINAL COST. BUY FOR AS LITTLE AS 2¢ AND 3¢ ON THE DOLLAR!!

Examples:

JEEPS $63.00
BOATS $178.00
BICYCLES $5.50
TELESCOPES $4.00
LEATHER BOOTS 65¢
TYPEWRITERS $8.79
AIRPLANES $159.00
REFRIGERATORS $5.00
PASS. BUSSES $208.00

COMPLETE SOURCES AND INFORMATION ON HOW YOU CAN BUY THOUSANDS OF ITEMS FROM GOV'T—ONLY $1.00

FREE!! FREE!! EXTRA 48 PAGE SECTION WITH PICTURES AND PRICES OF MORE THAN 500 ITEMS. YOU CAN ORDER DIRECT BY MAIL AT RIDICULOUSLY LOW SURPLUS PRICES. YOURS FREE WHEN YOU SEND $1.00 FOR THE DIRECTORY.

THIS IS THE WORLD'S LARGEST STOCK!!

RIFLES 10.95
PARACHUTES 21.95
BOATS 16.45
SHOES 1.65
JACKETS 3.25
TENTS 6.55
BAYONETS 2.15
HAND GRENADES 1.60
COMMANDO KNIVES 1.38
COMPASSES 1.05
HOLSTERS 2.15
MACHETTES 2.15
GOGGLES 61c
PISTOL BELTS 1.05
STEEL HELMETS 2.15
GIANT BALLOONS 1.38
MODEL CANNONS 1.38
BAYONETS 1.65
CARTRIDGE BELTS 1.05
STEEL AXES 2.70
CANTEENS 67c
FOLDING STOVE 1.38
FIELD PACK 1.05
MIRRORS 61c
FIELD JACKETS 3.25
AND Bunk Beds,
Life Rafts, Walkie Talkies, Swords, Paratrooper Boots, Flags, Sleeping Bags, Cots, Phones, Mine Detectors, Bugles, Hand & Leg Irons, Blankets, Bullet Proof Vests, Flares, Cartridge Belts, Ammo, Rifle Scopes, Maps, Shovels, Canteens, Saddles, First Aid Supplies, Sunglasses, Mess Kits, Haversacks, AND HUNDREDS MORE!

BUY ONE, TWO OR A DOZEN OF ANY ITEM YOU WANT.
MINIMUM ORDERS AS LOW AS $3.00 ACCEPTABLE

FREE HOME TRIAL COUPON

SURPLUS BARGAINS, Dept. 124-11
605 THIRD AVENUE
NEW YORK 16, N. Y.

I enclose $1.00. Send the combined catalog and directory immediately. I understand that my money will be refunded if I am not completely satisfied. Also I will receive a full refund with my first order of $10.00 or more.

Name _____
(Please Print)
Address _____
City _____ State _____

FULL PURCHASE PRICE OF $1.00 REFUNDED WITH FIRST ORDER OF $10.00 OR MORE

handle the throngs, additional parking space, and new buildings. It will have to add more trackage and perhaps run two trains at a time."

Some idea of the projected museum's importance can be gained from the fact that $1,155,029 is earmarked for the work to be done on it. Of this total, half a million was made available to the State Historical and Museum Commission by the Legislature in 1963, even before the Strasburg site was chosen. Gov. William W. Scranton is asking the Legislature for an additional $654,-098, since the half million was found to be insufficient for the type of museum to be built.

Twenty acres of virgin timber in beautiful Point Defiance Park at Tacoma, Wash., house Camp Six an authentic representation of an oldtime steam logging camp. Highlight of the exhibit is Shay No. 7, donated by St. Regis. This venerable engine was the workhorse of the Pacific Coast's last all-steam railroad and is said to be the world's best-known logging locomotive. Until her retirement at Klickitat, Wash., in May '64 she worked full time, and she'll still be operating in retirement at Camp Six, pulling trainloads of visitors.

Plans call for another 3,000 feet of railroad in the form of a loop adjacent to the present clearing. An assortment of ancient speeders will run through the woods and over a log-piling trestle. Negotiations are under way to acquire a tank Mallet and possibly a third engine of a different kind. Active membership in Camp Six costs only $10 a year, obtainable through Western Washington Forest Industries Museum, P.O. Box 364, Tacoma, Wash. 98402. It entitles you to free admission, participation in all activities, and the museum's publications.

Under the direction of a professional film company, Tacoma's Junior League will produce a 20-minute, 16mm, sound and color film on steam logging. The museum needs still photographs, 8mm and 16mm films, audio material, and reference data. Anyone who can locate such material should write to Mrs. C. E. Walters, 3102 N. 33rd St., Tacoma, Wash. 98407.

In connection with its 79th annual convention at Denver, the American Philatelic Society chartered a special Burlington train Aug. 27th to visit the Colorado Railroad Museum's philatelic display at Golden, where John H. Willard, 1025 Monroe St., Denver with a collection of Colorado rr. markings, won a gold medal and a *Denver Post* award for the best Western history exhibit. Postal authorities in Washington, D.C., approved the Society's one-day Railway Post Office, in charge of a former RPO clerk, which processed about 4000 pieces of mail each way on the trip.

Due to the size of its growing collection and its scattered locations at St. Louis, Mo., the National Museum of Transport is planning a move at some future date to the riverfront of East St. Louis, Illinois, opposite Gateway Arch. This area is under jurisdiction of Southwest Illinois Port District, an agency created by the Illinois Legislature. To make possible the use of tax-exempt revenue bonds to help finance the moving, the Legislature passed a special enabling act, which the Governor signed last May.

The site chosen includes 25 acres owned by the Illinois Central but never used for railroad purposes. It would also take in the present IC yard on Front Street, currently used very little for railroad purposes. Most of the IC yard work for that area is done at Valley Jct., several miles southeast.

Also to be included in the site is the 12-acre GM&O yard at the intersection of Trendley Avenue and Front Street, which is no longer used for active railroad purposes. A single-track main line

there is now in use, however. It could be retained or moved elsewhere without disrupting operations. If negotiations with the IC and GM&O to buy those properties should fail, condemnation proceedings will be instituted. The City of East St. Louis has agreed to join in a condemnation suit if necessary.

If enthusiasm breeds success, the railroad museum being planned for Oneonta, N.Y., will be the biggest and best in the nation. Oneonta is famous as the place where, in 1883, the Brotherhood of Railroad Trainmen was founded in a Delaware & Hudson caboose that has long been on display there. A recent conference in Oneonta City Hall found BRT president Charles Luna and other participants eager to get the museum built and operating.

"There are 50 railroad museums in this country," says Vernon D. Seeley, chairman of the Delaware & Otsego Railroad's board, "but Oneonta will be the site for the first one that will tell the entire story of American railroading, not just bits and pieces of it."

Included in this project are The National Railroad Hall of Fame and Museum, owned by C. J. Keenan, who will transfer it to Oneonta from its present location in Portland, Oregon. The mayor of Oneonta, Albert S. Nader, says the city will donate choice park land for the museum site.

"It will not be museum for labor nor management, nor for railfans or model railroaders," Mr. Luna declares. "It will be for all these and a lot more."

The city is restoring the old Ulster & Delaware passenger station next to the proposed site, in anticipation of museum activity. Congressman Sam Stratton has introduced a measure in the House of Representatives designating Oneonta as the site of the National Railroad Hall of Fame and Museum and providing $50,000 in Federal funds to start financing the project. Byron Andrews of Washington, D.C., proposes to operate a steam-excursion line out of Oneonta.

After years of storage in attics, cellars, and trunks, the history and folklore and railroadiana of Tonawanda and North Tonawanda, N.Y. may soon be housed in the old public library building on Main Street, Tonawanda, which no longer is large enough to serve books to the growing population but is ideal for a museum. Many years ago, when trains chugged down Main Street, the building was a New York Central Railroad depot.

Steam in Mexico

"On a recent visit to Cuautla, Mexico, I observed that the diesel has forced its way into a former stronghold of steam power, the narrow-gage line which runs from San Lazaro station in Mexico City down to Puebla," writes W. E. Sullivan, 12635 E. Euclid Ave., Garden Grove, Calif. "Three 0-4-4-0 EMD units, painted bright orange and black, handle the daily passenger run and also freight service. However, five steam engines were operating out of Cuautla, and the Cuautla-Puente de Ixtla passenger local is still steam-powered. Also, I saw some active steamers at San Lazaro station."

Says Emil Zubryn, Apartado 540, Cuernavaca, Mor., Mexico: "The day of the steam locomotive in Mexico is nearly over. Even the narrow-gage, although it still has wooden cars, uses diesel power in addition to a few steam locomotives. There may be a tourist train Wednesdays which tries to recapture the spirit of the Old West for visitors, but even this may have been dropped. Steam roundhouses have all but disappeared. Ultimate refuge of a few steamers is San Lazaro station, where unserviceable locos have been dismantled. Other engines are destined for museums."

Now we hear from Peter Jensen, Box 259, Montclair, N.J.: "I have just returned from a two-week visit to Mexico and Guatemala in search of steam. As of September 1st, Mexico still has a junction point where lanky 4-8-2's and chunky Mikes rolled freights at 30-minute intervals; and while in Guatemala I saw small 4-6-0's and many 2-8-2's, narrow-gage and outside-framed.

"Everywhere on my journey I found railroad men friendly and helpful, except that the National Railways of Mexico refused to let me visit the great Valle de Mexico engine terminal. That place is protected by high walls and even guard towers. I was stopped at the main gate and told to get written permission from the general office in the Mexico City station. So I went there, but again was turned down. Possibly the restriction could be traced back to some railfans who visited the place and took unfair advantage of it. I should have requested permission by mail before leaving home."

"So far as I know, the only Mexican standard-gage line still using steam runs north from the Valle engine terminal to Queretaro, where it splits, one side ending at Escobedo Jct. and the other at Iraputo. Each of these northern terminals services about 3 steamers; the number varies daily. Escobedo has an inexpensive, shabby hotel above the station, surrounded by tracks about 100 feet from the steam terminal. Steamers run past it on freight only.

"Near Huichipan I saw 4-8-4's in pusher service. In some cases a diesel would be on the point, with a steamer behind. It seemed that the further south I went toward Mexico City, the more steam I saw. The most rewarding place I visited was Lecheria, about 10 miles north of the capital. There an average of one Mike or Northern type blasted through every 30 minutes. From 7:30 to 10:30 a.m. I counted ten steam movements. The only standard-gage types I saw operating were 2-8-2's and 4-8-4's.

"On the narrow-gage between the capital and Puebla, outside-framed 2-8-0's abound, but diesels work some passenger runs. I estimate the narrow-gage is still 70 percent steam. San Lacare engine terminal in the capital is open to visitors without restrictions. The town of Cuautla was a good point for steamers. I saw a dead 2-6-6-2 in storage at Huehuetoca.

"As for traveling around Mexico, if you don't have an automobile, take the train. Most passenger runs operate only morning or evening. Buses are numerous but slow and their routing is hard to understand if you don't speak Spanish. Train travel is cheap. An upper berth in an old 12-section Pullman from Veracruz to Tapachula, about 600 miles, a journey of a day and a night, cost me only $21. But this train averages not more than 25 or 30 mph. Oil is the only fuel used by Mexican steamers. Engine running is accompanied by much slipping and frequent whistle blasts.

"On the Yucatan Railways, the steam center is Merida, where a standard-gage 4-6-0 of 1887 vintage and a narrow-gage outside-framed 2-8-0 work the yards. I neither saw nor heard of any other active steam on this system. Merida roundhouse contains about 20 dead steamers of both gages, including two 4-4-0's.

"In Guatemala, steam still accounts for all movements except some switching and passenger jobs. I saw one 4-6-0 and many 2-8-0's, mainly Baldwins. The Guatemala City general office was very friendly. They handed me a letter of introduction, written in Spanish, giving me the run of the system, including rides in loco cabs. It's a scenic route with many trestles and curves. But one Guatemalan official thinks the line will be fully dieselized next year."

Setouts and Pickups

An unusual restaurant on North Main Street, Pittsford, N.Y., near Rochester, is a remodeled New York Central station appropriately named "The Depot," says Franklin Hiller, 9 Avondale Park, Rochester, N.Y. 14620. The buildings are all original construction except for a connection link between the old waiting room and ticket office and the former freight shed, now part of the dining area. Track bed and rails are still in place beside the restaurant. Luggage-handling trucks are spotted about

for "atmosphere." What a charming place for an informal gathering of rail-fans!

The pretty New Zealand railfanette pictured in our September issue is having fun answering readers letters from the U.S. and Canada. "The local Railway Enthusiasts Club I belong to was founded 11 years ago," writes Miss Betty Bain, 177 Garnet Rd., Westmere, Auckland, N.Z. "Our secretary is Mr. A. N. Twesley, P.O. Box 2429, Auckland. The treasurer of another group in this country, the Locomotive Society, is Mr. R. J. Everett, P.O. Box 5134, Wellington, N.Z. Each club issues its own magazine."

Betty also is a member of the Assn. of Railway Enthusiasts, P.O. Box 4810, Spencer St., Melbourne, Australia. She says that New Zealand's South Island has more steam power left than North Island has and that passenger service on her island is handled by a daily railcar and an express train.

Fans interested in steam, electric, or diesel power should enjoy *Locomotive Notes,* a mimeographed 3-page source of information put out monthly by Roy Linscott, Box 341, Natick, Mass. 01761. Subscription price, $1 a year. Sample copy, 15¢.

Monon locos 102, 104-107, 110-112, 201, 202, 205, 206, and 301-304 have been sent to Precision Engineering Co., Mt. Vernon, Ill., via Crawfordsville, Ind., on the Pennsy and St. Elmo, Ill., on the C&EI, laments Mahlon Eberhard, Rte. 2, Lafayette, Ind., adding, "They will be missed."

Arnold Joseph tells us that recently when visiting the State Fair at Syracuse, N.Y., he saw a carnival outfit, Strate Shows, with 20 railroad coaches and 4 or 5 flatcars. Who knows of other carnivals that travel by rail?

Sixty different rr. sound records are available from Paul Willenbrink, 300 Chelsea Rd., Louisville, Ky. 40207, who will send an illustrated 12-page catalog free on request. These disks were produced by Winston Link, John Briggs, Semaphore, Mobile Fidelity, etc. Paul offers a clearing house for all kinds of rr. recordings.

Although *Extra 2200 South* is basically the monthly newsletter of the West Coast Railway Asso., its 13 mimeographed pages are filled with so much information about railroads in general, especially motive power, that fans all over English-speaking North America would enjoy it. The publication is rich in loco roster material supplied by Garth Ken Douglas, 1315 Singer P1., Pittsburgh, Pa. 15221. News items for *Extra 2200 South* may be sent to the editor, Garth Tyckoson, 2206 W. 19th Ave., Vancouver 8, B.C., Canada. Annual subscriptions, $3, should go to West Coast Railway Asso., Box 2790, Vancouver 3, B.C., Canada.

All subscriptions to our magazine are handled by the *Railroad Magazine* Subscription Department, Portland Place, Boulder, Colorado. Send new subscriptions, renewals, and correspondence about subscriptions to that address. Don't send them to New York. If you do, there will be a delay of several days, maybe more than a week. One year's subscription costs $5 in U.S., $6 elsewhere.

Letters to our editors should not be sent to Boulder. Mail them to 205 East 42nd Street, New York, N.Y. 10017.

Transit Topics fans can save time by writing directly to Steve Maguire at his home, P.O. Box 51, Belmar, N.J. Steve lives on the Jersey coast and drops in to see us only about once a month. All of the mail we get for him is either forwarded to Belmar or else held until he calls.

--Earn To $15 An Hour, Full or Spare Time--

INVESTIGATE ACCIDENTS

CAR FURNISHED EXPENSES PAID

NO prior experience needed. Only average education required.

YOU PERFORM A REAL SERVICE

WHILE ENJOYING A BIG-PAY CAREER

As an Accident Investigation specialist you will (1) INVESTIGATE FACTS and (2) DISTRIBUTE MONEY as the representative of wealthy organizations.

No other business offers you greater opportunities. Here's why: The huge, rapidly expanding Accident Investigation field right now distributes more money than any other service industry. And it's growing *fast.* Over 200 MILLION ACCIDENTS must be investigated this year for Insurance Companies, Airlines, Steamship Lines, and Government Offices.

KEEP PRESENT JOB UNTIL READY TO SWITCH

Already hundreds of men we have trained are earning thousands of dollars extra each month. Joe Miller earned $14,768 his first year. A. J. Allen earned over $2,000 in ten weeks. Robert Meier says "I'm now earning $7.50 to $15.00 an hour in my own business . . . Universal's course is wonderful."

FREE EMPLOYMENT HELP GIVEN

Firms needing men from coast-to-coast, in Canada and overseas, call upon Universal. *We place far more men in this booming field than any other individual, company or school.* Write today. Let me show you how easy it is for you to get into this exciting new career in just a matter of weeks. No obligation. No salesman will call.

Mail Now for FREE BOOK

M. O. Wilson, Dept. AM-11
Universal Schools,
6801 Hillcrest, Dallas 5, Texas
Please rush me your FREE BOOK on Big Money In The Booming Accident Investigation Field. I will not be under the slightest obligation — and no salesman will call upon me.

Name .....

Address .....

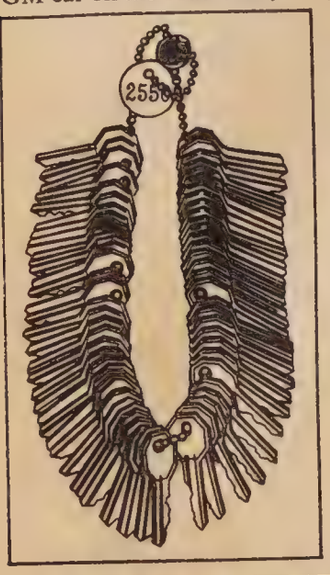
City ..... Zone ..... State .....

EARN $50 to $150 a week answering lost car key calls

$3½ million spent each week because of lost car keys—over 65,000 calls a day. "There aren't enough trained men to fill the need," says noted automotive expert.

COLLECT $7.50 CASH EACH CALL. It's a pleasant and highly profitable business you can operate anywhere *without training!* Here's all you need:

64-KEY GM MASTER SET. Certified to open doors, trunks, ignitions of every GM car on the road today . . . plus countless other makes and models.



FREE BUSINESS-BUILDING PORTFOLIO.
Complete program tells motorists you are man to call in a car key emergency. Includes newspaper and yellow page ads, window banners, radio commercials and special wallet I.D. card.

FREE KEY REPLACEMENT SERVICE.
Lifetime service lets you replace keys as you use them. Nominal $1 service charge covers postage and handling for as many as 3 keys each replacement order.

$19.95 Full Price for Entire Program.
Send cash, check or money order. $1 deposit with COD orders. Pay postman balance plus COD charges. Satisfaction guaranteed.

KEY MASTERS, INC.
Dept. AM-11
2840 N. Calvert St. • Baltimore, Md. 21218
Keys for Every General Motors Car and Truck

LAUGH CLOWN LAUGH!

put a smile in every child's heart with this

GIANT TALKING CLOWN

$1 PLUS 25¢ POSTAGE & HANDLING

he's a whopping 42" tall!

EVERY DAY BECOMES A CIRCUS DAY WITH THIS GIANT TALKING CLOWN! Almost life-size to thrill every child . . . he's a hilarious 42" tall! He talks, does all kinds of tricks and stunts. How can anyone resist this lovable character! He's a houseful of fun and enjoyment! To make him talk, simply pull the magic sound slide — his words are a delight! Toss him in the air, he bounces on his big feet — wobbling, teetering, swaying, leaning, bending and tilting in every direction — managing somehow to always stay upright. Brightly colored, one-piece quality, molded latex, inflates easily. So, why not put your little ring-master in charge of this clowning performance! Brand new and a terrific gift for every youngster!

SEND $1.00 PLUS 25c HANDLING CHARGES FOR EACH CLOWN. NO COD'S, PLEASE. GUARANTEED TO DELIGHT OR YOUR MONEY BACK! Order now!

HUBBARD HOUSE, DEPT. T-47
183 ESSEX STREET • BOSTON • MASS • 02111

Books and Color Prints

A new book, ERIE RAILROAD: ROCHESTER DIVISION, to sell at $3.25, is being put out by William R. Gordon, 811 Garson Ave., Rochester, N.Y. 14609. It covers more than 110 years of service. For 27 years, with pantographs up, the Erie ran from one to 5 trains between Rochester and Mt. Morris, 34 miles. The book has 144 pages, 8½x11", and 225 pictures many old and rare, showing wide-stacked woodburners, both 6-foot and standard gage McKeen cars, gas-electrics, Camelbacks, and engine types ranging from 4-4-0's to 4-8-4's; also maps, timetables, passes, etc.

This is Bill Gordon's seventh book. Info. on the other six, plus a list of streetcar transfers (1900-'56) which he has for sale, 100 different cities, may be had for 5¢ stamp.

Photos and info. about the Huntington & Broad Top are needed by C. Richard Krall, 806 Market St., Scottdale, Pa. 15683, who is writing a history. Dick says that all pix loaned to him for this book will be returned and proper credit given for each one used. He also wants to hear from anyone familiar with H&BT who can tell good stories about it or personal experiences.

A 16-page booklet, THE FIRELESS LOCOMOTIVE, about 6x9", with 23 illustrations may be obtained for 15¢ postpaid by writing to Carillon Park, 2001 S. Patterson Blvd., Dayton, Ohio 45409. This brochure gives a detailed history of the "Rubicon," one of 3 fireless engines bought by The National Cash Register Co. of Dayton in its early years. She is now on permanent display. One of the other 2 was given to the National Museum of Transport, St. Louis; the third is earmarked for another museum.

Superb pen drawings of historic steam locomotives or loco types in color, each 8¼x10½", on stiff white cardboard suitable for framing, are available from Mika Studio, Box 356, Belleville, Ont. Canada. There are two entirely different portfolios of Canadian engines, 10 in each set, $2.95 per set (plus 9¢ sales tax for Ontario residents only); and one set of six historic U.S. locomotives, $2.50 a set (plus 8¢ sales tax for Ontario residents only). C.O.D. orders accepted.

Pen Pals Wanted

Ron Taylor, 89 Agar Grove, Camden Town, London NW 1, England. "I wish we had something like your Switch List in our country. I am a keen modeler of both British and American railroad equipment. I have a half-completed pike built to British design but wish it were North American, one reason being that my family plans to emigrate to Canada in a couple of years. Our National Hobby Show recently closed here. The club I belong to captured the crowds by exhibiting its American HO layout. I want to correspond with anyone in U.S. or Canada interested in diesels on big roads."

A. J. Madiol (age 47), 606 Main St., Apt. 301, Peoria, Ill., wants to hear from overseas readers interested in railroad philately and history of railroad telegraphy.

Charles Tubman, Jr., 2973 Edgehill, Cleveland Heights, Ohio, wants pals age 13-14.

Bill Grant, 523 Ramsdell St., San Francisco, Calif., wants female pen pals.

Cathy Ford (age 14), 88 Cleveland Park Drive, Spartanburg, South Carolina.

Joyce Patterson (age 14), 130 West Second Street, Ripon, California.

Mary Carli (age 14), 405 Grant Street, East Rochester, New York.

Mr. P. Crossley, 11 Hawthorne Drive, Rodley, Leeds, England, desires pen pals interested in narrow-gage lines or railway construction in Europe or U.S. Other persons seeking pen pals are:

Linda Cooper (age 14), 106 Lansdowne Ave., Winnipeg, Man., Canada.

Charles Manchester, 2009 Crescent Ave., Eau Claire, Wis.

Mrs. Frank Barduskis (age 33), 4631 S. Troy St. Chicago, Ill.

Leo Bangert (age 39) and his wife, Mrs. Lucille Bangert (age 28), P.O. Box 341, North Platte, Neb.

Sherry Stevens (age 17) Box 7, Pond Run Road. Raceland, Ky.

Mrs. Gladys Merrill (age 62), P.O. Box 93, Hayden, Ala.

Beatrice Lamonica (age 15), 415 W. Spruce St., East Rochester, N.Y.

Jeanne Bowers (age 15), 1511 E. Main St., Medford, Ore.

Barbara Doody (age 15), 740 Dakota Ave., Medford, Ore.

Carolyn Linzey (age 18), 2008 Hamburg Ave., Anaconda, Mich.

Shirl Joppru (age 16), Rte. 4, Thief River Falls, Minn.

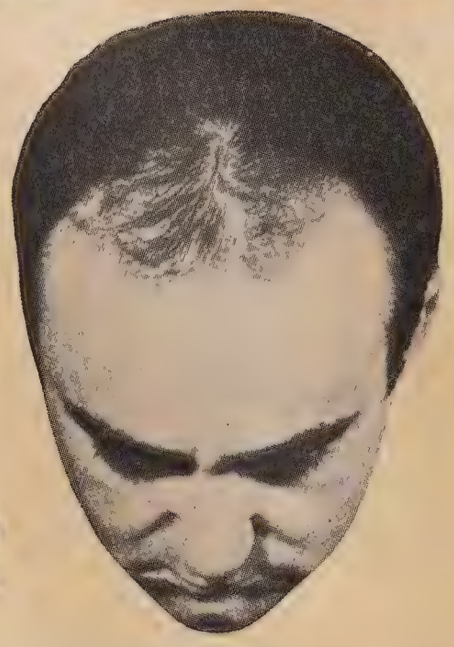
Arthur Shepherd (age 46), Box 93, Hayden, Ala.

E. N. Jones, Rte. 2, Valparaiso, Ind.

Debbie Morton (age 15), 1880 Amber Lane, Greensboro, North Carolina •

ARE YOU GOING BALD

Needlessly?



The Terrible Truth Is That Many Thousands Of Men (You Yourself Perhaps) Are Losing Their Hair Forever ...WHEN THEY DON'T HAVE TO!

It's a fact. FORMULA 101, a NEW scalp formulation, can stop falling hair that leads to baldness. FORMULA 101 is prepared under the supervision of one of America's foremost physician-dermatologists and was thoroughly tested by a leading medical testing laboratory.

If you suffer from seborrhea, as so many thousands of others do, FORMULA 101 will curb it and stop the falling hair and baldness it may be causing. Doctors say that seborrhea is caused by three germ groups, microbacillus, staphylococcus albus and pityrosporum ovale. These germs attack the sebaceous glands of the scalp and the hair follicles themselves. If you don't do something about it, permanent damage will be done, the hair follicles will shrivel up and the ability to produce new hairs is gone. That means — BALDNESS.

The symptoms of seborrhea are simple and obvious. If you have an itchy scalp of dandruff or very dry or very oily scalp or excessive hairs on your comb, you probably have seborrhea. FORMULA 101 will curb it. If you just sit back and do nothing, you're asking for a bald head.

If you take proper action now, you may be able to not only slow up falling hair, but you can cause new hair to grow faster than the falling hair is dropping out. The result is more hair on your head a year from now than you have today. Why be bald and look older and less attractive if you don't have to? FORMULA 101 will curb seborrhea FAST and it will stop the hair loss caused by it.

The very first time you use this newest of all scalp medications you will destroy the germ organism. Itchy scalp will disappear, infectious dandruff will be gone and your hair will look and feel much, much better as your hair becomes healthier through destruction of the germ organisms. Continued use of FORMULA 101 will prevent return of the ugly symptoms and will stop the hair loss it causes. If your problem is the predominant male pattern baldness type, which no product can help, not even amazing new FORMULA 101, all you have to do is return the unused portion and we'll refund your full purchase price *plus* one dollar extra for your trouble. The risk is all ours. You gamble nothing at all. But don't delay. The more you wait, the more hair you may lose. All orders are processed the same day they are received.

Male pattern baldness is the cause of the great majority of cases of baldness and excessive hair loss, for which neither FORMULA 101 nor any other treatment is effective.

Notorized Sworn Statement

We are so proud of our FORMULA 101 and so certain of its ability to stop falling hair and prevent baldness as described in this advertisement that we do hereby state in sworn statement before a notary of the State of New York that, to anyone who is dissatisfied for any reason, we will refund the full purchase price, plus $1.00 extra, upon return of the unused portion.

Sworn to before me this 1st day of June 1965

HERBERT A. LEVY
Notary Public, State of New York
No. 30-7526400 - Nassau County
Term Expires March 30, 1966

Free samples and literature of amazing new FORMULA 101 will be sent without cost to any doctor, hospital, clinic, or other medical institution concerned with scalp disorder. Please make such requests on official letterhead.

VANGUARD FORMULA 101
Dept. 111-11
550 Fifth Avenue
New York, New York 10036

Please send FORMULA 101 immediately. I enclose $4.95 payment in full. If I am not completely satisfied with its ability to stop falling hair and its ability to do *everything* else you describe, I will return the unused portion for a full refund *plus one dollar extra for my trouble.*

Name .....

Address .....

City ..... State .....

If you prefer C.O.D. shipment, send $1.00 with this coupon and pay the balance of $3.95 plus delivery charges to postman.

VANGUARD FORMULA 101 • 550 FIFTH AVENUE • NEW YORK, NEW YORK 10036

October
ARGOSY
on your newsstand now

THEY'RE GETTING AWAY WITH MURDER!
Undetected Homicides

TOM HARMON'S PRO FOOTBALL ALL-AMERICANS FOR 1965

Secret Code Map to the Jesse James Treasure

BOOK BONUS THRILLER
"FOR KICKS" by DICK FRANCIS

November ARGOSY
coming soon

SHEPPERD TALKS!
"Dr. Sam's" own story of how Marilyn was killed, and by whom

BUY TIRES LIKE A PRO
How experts save $$$ on tires

NEW CLUES TO THE LOST PADRE MINE

PLUS BOOK BONUS THRILLER

Atchison, Topeka & Santa Fe Railway

Motive power roster compiled by Sy Reich

RR. Class	Road Numbers	HP	Builder	Builder's Model	Wheel Arngt.	Tractive Effort	Weight	Date	Notes
?	1A, 1B	1800	EMC	E1A	B-B	?	?	1935	1
?	2A, 3-9	1800	GM-EMC	E1A	A1A-A1A	?	?	1937-8	2
?	2B, 3A-4A	1800	GM-EMC	E1B	A1A-A1A	?	?	1937-8	3
11	11	2000	GM-EMC	E3A	A1A-A1A	51,450	303,000	1939	
11	11A	2000	GM-EMC	E3B	A1A-A1A	51,450	303,000	1939	
11	12-15	2000	GM-EMD	E6A	A1A-A1A	53,925	316,700	1940-1	
11	12A-13A, 15A	2000	GM-EMD	E6B	A1A-A1A	51,600	305,400	1940-1	
16	16-21, 16C-21C	1500	GM-EMD	F3A	B-B	61,875	247,500	1946	
16	16A, B-21A, B	1500	GM-EMD	F3B	B-B	61,600	246,400	1946	
16	22-29, 22C-29C	1500	GM-EMD	F3A	B-B	61,150	244,600	1948	
16	22A, B-29A, B	1500	GM-EMD	F3B	B-B	62,000	248,000	1948	
16	30-36, 30C-36C	1500	GM-EMD	F3A	B-B	61,150	244,600	1948-9	
16	30A, B-36A,B	1500	GM-EMD	F3B	B-B	62,000	248,000	1948-9	4
37	37-41, 37C-41C	1500	GM-EMD	F7A	B-B	61,250	245,000	1949	
37	37A, B-41A, B	1500	GM-EMD	F7B	B-B	62,750	251,000	1949	
37	42-44, 42C-44C	1500	GM-EMD	F7A	B-B	61,250	245,000	1952	
37	42A, B-44A, B	1500	GM-EMD	F7B	B-B	62,750	251,000	1952	
37	45-47, 45C-47C	1500	GM-EMD	F7A	B-B	62,250	245,000	1952	
37	45A, B-47A, B	1500	GM-EMD	F7B	B-B	62,750	251,000	1952	
37	48A	1500	GM-EMD	F7B	B-B	62,750	251,000	1952	4
50	50	2000	Alco-GE	PA-1	A1A-A1A	55,475	336,100	1941	5
50	50A	2000	Alco-GE	PB-1	A1A-A1A	57,625	345,600	1941	5
51	51, 51C	2000	Alco-GE	PA-2	A1A-A1A	53,825	322,460	1946	6
51	51A	2000	Alco-GE	PB-2	A1A-A1A	51,525	312,750	1946	6
52	52-78	2000	Alco-GE	PA-2	A1A-A1A	53,090	317,900	1946-8	7
52	52A-62A, 70A-73A	2000	Alco-GE	PB-2	A1A-A1A	50,865	308,350	1946-8	7
80	80-87	2000	GM-EMD	E8A (mod)	A1A-A1A	54,130	324,750	1952-3	1, 2, 8
80	80A-84A	2000	GM-EMD	E8B (mod)	A1A-A1A	54,815	328,840	1952-3	1, 2, 8
90	90, 90B	2000	FM	ALT 100.3A	A1A-A1A	56,025	327,300	1947	5, 9
90	90A	2000	FM	ALT 100.3A	A1A-A1A	56,575	329,100	1947	5, 10
99	99	1350	GM-EMD	GP7M	B-B	62,400	249,600	1954	
100	100, 400 series	1350	GM-EMD	FTA	B-B	58,225	232,900	1941-5	11
100	100, 400 series	1350	GM-EMD	FTB	B-B	57,550	230,200	1941-5	11
200	200-201, 200C-201C	1500	GM-EMD	F3A	B-B	62,250	249,000	1948	
200	200A, B-201A, B	1500	GM-EMD	F3B	B-B	62,250	249,000	1948	
200	202-211, 202C-211C	1500	GM-EMD	F7A	B-B	62,250	249,000	1949	12
200	202A, B-211A, B	1500	GM-EMD	F7B	B-B	62,250	249,000	1949	12
200	212-216, 212C-216C	1500	GM-EMD	F7A	B-B	62,250	249,000	1949	
200	212A, B-216A, B	1500	GM-EMD	F7B	B-B	62,250	249,000	1949	
200	217-226, 217C-226C	1500	GM-EMD	F7A	B-B	62,250	249,000	1949	
200	217A, B-226A, B	1500	GM-EMD	F7B	B-B	62,250	249,000	1949	
200	227-241, 227C-241C	1500	GM-EMD	F7A	B-B	62,250	249,000	1950	12
200	227A, B-241A, B	1500	GM-EMD	F7B	B-B	62,250	249,000	1950	12
200	242-251, 242C-251C	1500	GM-EMD	F7A	B-B	62,250	249,000	1951	13
200	242A, B-251A, B	1500	GM-EMD	F7B	B-B	62,250	249,000	1951	13
200	252-258, 252C-258C	1500	GM-EMD	F7A	B-B	62,250	249,000	1951	13
200	252A, B-258A, B	1500	GM-EMD	F7B	B-B	62,250	249,000	1951	13
200	259-268, 259C-268C	1500	GM-EMD	F7A	B-B	62,250	249,000	1951	13
200	259A, B-268A, B	1500	GM-EMD	F7B	B-B	62,250	249,000	1953	
200	269-280, 269C-280C	1500	GM-EMD	F7A	B-B	62,250	249,000	1953	
200	269A, B-280A, B	1500	GM-EMD	F7B	B-B	62,250	249,000	1953	
281	281-289, 281C-289C	1750	GM-EMD	F9A	B-B	61,875	247,500	1956	
281	281A, B-289A, B	1750	GM-EMD	F9B	B-B	61,875	247,500	1956	
300	300-305	1500	GM-EMD	F7A	B-B	61,000	244,000	1949	
300	300A, B-305, B	1500	GM-EMD	F7B	B-B	62,500	250,000	1949	
300	306-39 (2nd)	1500	GM-EMD	F7A	B-B	61,000	244,000	1952	
300	306A, B-309A, B (2nd)	1500	GM-EMD	F7B	B-B	62,500	250,000	1952	
300	310-314 (2nd)	1500	GM-EMD	F7A	B-B	61,000	244,000	1953	
300	310A, B-314A, B (2nd)	1500	GM-EMD	F7B	B-B	62,500	250,000	1953	
325	325-331	1500	GM-EMD	F7A	B-B	61,000	244,000	1950	14
325	325A, B-331A, B	1500	GM-EMD	F7B	B-B	62,500	250,000	1950	14
325	332-335	1500	GM-EMD	F7A	B-B	61,000	244,000	1951	14
325	332A, B-335A, B	1500	GM-EMD	F7B	B-B	62,500	250,000	1951	14
325	336-344	1500	GM-EMD	F7A	B-B	61,000	244,000	1953	
325	336A-344A, 336B-340B	1500	GM-EMD	F7B	B-B	62,500	250,000	1953	
450	450	360	Dav-Bes	——	B-B	22,125	88,500	1941	
451	451	360	Whitcomb	——	B-B	22,200	88,800	1941	15
460	460-468	380	GE	44-ton	B-B	22,025	88,100	1942-4	16
500	500	1000	FM	ALT 100.6A	B-B	61,775	247,100	1945	
501	501-502	1000	FM	ALT 100.6A	B-B	60,300	241,200	1948	
503	503-506	1200	FM	H12-44	B-B	61,875	247,500	1950	
503	507-516	1200	FM	H12-44	B-B	61,875	247,500	1951	
503	517-530	1200	FM	H12-44	B-B	61,875	247,500	1952	19
503	531-540	1200	FM	H12-44	B-B	61,875	247,500	1953	19
541	541-543	1200	FM	H12-44	B-B	61,600	246,400	1956	17
503	544-558	1200	FM	H12-44	B-B	61,150	244,600	1955-6	
503	559-564	1200	FM	H12-44	B-B	61,150	244,600	1957	
600	600-601	2250	Alco	RSD-7	C-C	91,500	366,000	1954	18
602	602-611	2400	Alco Pr.	RSD-15	C-C	99,500	398,000	1955	
625	625-633	750	BW	DS 4-4-750	B-B	49,275	197,100	1949	19
650	650-653	600	GM-EMC	SC	B-B	?	?	1936-7	20
650	650-653	900	GM-EMD	SW900	B-B	62,000	248,000	1957	20
700	700-725	1750	GM-EMD	GP9	B-B	62,250	249,000	1956	
700	726-731	1750	GM-EMD	GP9	B-B	62,250	249,000	1956	
700	732-735	1750	GM-EMD	GP9	B-B	62,250	249,000	1957	21
700	736-751	1750	GM-EMD	GP9	B-B	62,250	249,000	1957	
800	800-849	2400	Alco Pr.	RSD-15	C-C	?	?	?	
900	900-979	2400	GM-EMD	SD24	C-C	?	?	?	
1100	1100-1174	2000	GM-EMD	GP20	B-B	?	?	?	
1200	1200-1284	2250	GM-EMD	GP30	B-B	?	?	?	
1300	1300-1349	2500	GM-EMD	GP35	B-B	?	?	?	
1500	1500-1537	1000	Alco-GE	S4	B-B	57,975	231,900	1951-3	
1600	1600-1615	2500	GE	U25B	B-B	?	?	?	

2099	2099	1600	Alco-GE	RS-3	B-B	63,575	254,300	1950	22
2100	2100-2162	1600	Alco-GE	RSD-4	C-C	90,410	316,650	1951-3	
2200	2201-2259	1000	Baldwin	VO 1000	B-B	61,550	246,200	1939-45	
2260	2260-2299, 2200	1000	BW	DS 4-4-1000	B-B	57,825	231,300	1948-9	23
2300	2300	600	Alco	HH 600	B-B	51,530	206,120	1935	5
2301	2301-2302	600	Alco	HH 600	B-B	49,060	196,240	1937	5
2303	2303-2304	660	Alco-GE	S1	B-B	49,750	199,000	1944	
2310	2310-2321	1000	Alco	HH 1000	B-B	56,975	227,900	1939	
2322	2322-2391	1000	Alco-GE	S2	B-B	57,600	230,400	1942-5, 8, 9	
2394	2394-2399	1000	Alco-GE	RS-1	B-B	61,650	246,600	1947, 9, 50	24
2400	2400-2402	900	GM-EMC	NW	B-B	64,335	257,340	1937	25
2403	2403-2415	1000	GM-EMC	NW2	B-B	64,075	256,300	1939	26
2403	2416-2417	1000	GM-EMD	NW2	B-B	64,075	256,300	1943	26
2418	2418, 2418A	2400	GM-EMD	TR4	(B-B)x(B-B)	122,665	590,650	1950	27
2418	2419, 2419A	2400	GM-EMD	TR4	(B-B)x(B-B)	122,665	590,650	1951	
2418	2420-2433	1200	GM-EMD	SW9	B-B	61,890	247,550	1953	
2418	2434-2438	1200	GM-EMD	SW9	B-B	61,890	247,550	1953	
2418	?	1200	GM-EMD	SW1200	B-B	?	?	?	25
2600	2600-2606	2000	BW	DS 6-6-2000	C-C	94,500	278,000	1948-9	5
2650	2650-2654	1500	GM-EMD	GP7	B-B	62,250	249,000	1950	
2650	2655-2682	1500	GM-EMD	GP7	B-B	62,250	249,000	1950-1	
2650	2683-2697	1500	GM-EMD	GP7	B-B	62,250	249,000	1951	
2650	2698-2722	1500	GM-EMD	GP7	B-B	62,250	249,000	1952	
2650	2723-2747	1500	GM-EMD	GP7	B-B	62,250	249,000	1952	
2650	2748-2772	1500	GM-EMD	GP7	B-B	62,250	249,000	1952	
2650	2773-2787	1500	GM-EMD	GP7	B-B	62,250	249,000	1952	
2650	2788-2792	1500	GM-EMD	GP7	B-B	62,250	249,000	1952	
2650	2793-2812	1500	GM-EMD	GP7	B-B	62,250	249,000	1952	
2650	2813-2837	1500	GM-EMD	GP7	B-B	62,250	249,000	1952	
2650	2838-2847	1500	GM-EMD	GP7	B-B	62,250	249,000	1952	
2650	2848	1500	GM-EMD	GP7	B-B	62,250	249,000	1953	
2650	2849-2863	1500	GM-EMD	GP7	B-B	62,250	249,000	1953	
2650	2864-2878	1500	GM-EMD	GP7	B-B	62,250	249,000	1953	
2650	2879-2893	1500	GM-EMD	GP7	B-B	62,250	249,000	1953	
2650	2788A-2792A	1500	GM-EMD	GP7B	B-B	61,790	247,150	1953	
3000	3000-3009	1600	FM	H16-44	B-B	62,260	249,050	1951	28
3000	3010-3019	1600	FM	H16-44	B-B	62,260	249,050	1952	28

Santa Fe's *Texas* Chief northbound.

Santa Fe Roster Notes

Roster is based on data from Public Relations depts. of the ATSF, GM-EMD, FM, and BLHW. It is accurate as of Jan. 1, 1965.

Locomotive builders: EMC, Electro Motive Corp.; GM-EMC, General Motors-Electro Motive Corp.; GM-EMD, General Motors-Electro Motive Div.; Alco-GE, American Locomotive Co.-General Electric; FM, Fairbanks-Morse; Dav-Bes, Davenport-Besseler; GE, General Electric; Alco, American Locomotive Co.; Alco Pr., Alco Products; BW, Baldwin-Westinghouse.

(1) No. 1A renumbered 1, then rebuilt to E8A (mod) and renumbered 83A. No. 1B renumbered 10, then 1A, then 2611. Rebuilt to E8B (mod), renumbered 84A.

(2) No. 2A renumbered 2. Nos. 2-3 rebuilt to E8A (mod), renumbered 80, 82. No. 4 rebuilt to E8B (mod), renumbered 80A. Nos. 5-9 rebuilt to E8A (mod), renumbered 83-87.

(3) No. 2B renumbered 2A, then 4. No. 4 rebuilt to E8A (mod), renumbered 81. Nos. 3A and 4A rebuilt to E8B (mod), renumbered 82A and 81A.

(4) No. 48A rebuilt from 32A (1st). Present 32A is 32A (2nd).

(5) Off the roster.

(6) Repowered by GM-EMD.

(7) One unit of the PA-2's or PB-2's is off roster.

(8) One unit of E8A (mod) or E8B (mod) is off roster.

(9) Cab unit. (10) Booster unit.

(11) These units were often renumbered during their lives; 105 units are still on roster.

(12) Nos. 205B,C (1st) and 241B,C (1st) scrapped. Nos. 205 and 205A renumbered 241C,B (2nd).

(13) Nos. 251B, 256B, and 266B renumbered 281A-287A (1st); Nos. 251C-256C and 265C renumbered 281-287 (1st). These units were then given back their original numbers. The present 281-287 and 281A-287A are the second units to carry these numbers.

(14) Nos. 306-316 and 306A,B-316A,B (1st) renumbered 325-335 and 325A,B-335A,B.

(15) No. 451 ex 400.

(16) No. 466 to Stockton Terminal & Eastern, renumbered 12. One other unit no longer on roster.

(17) Road switcher bodies.

(18) Nos. 600-601 ex Alco demonstrators DL 600-DL 601, acquired 4/55.

(19) Nos. 525-533 (1st) renumbered 625-633. FM units presently carrying numbers 525-533 are second units with these numbers.

(20) Nos. 2150-2153 (1st) renumbered 650-653, then rebuilt. Present 2150-2153 are the second units to carry these numbers. One unit of class 650-653 is no longer on roster.

(21) FT's 100, 100A,B, and 180A rebuilt to 732-735.

(22) No. 2099 ex Alco demonstrator from Toledo, Peoria & Western, originally numbered 2110 (1st). Present 2110 is second unit to carry this number.

(23) Six units are no longer on the roster.

(24) Nos. 2385-2388 (1st) renumbered 2396-2399. Present 2385-2388 are the second units to carry these numbers.

(25) Nos. 2400-2402 were originally numbered 2350-2352; rebuilt to SW1200's.

(26) Nos. 2403-2417 originally 2353-2367.

(27) Nos. 2418 and 2418A ex EMD demonstrator 2418 and 2418A.

(28) Nos. 2800-2819 (1st) renumbered 3000-3019. Two units are no longer on roster. The present 2800-2819 are the second units with these numbers. ●

This Can Be You

Sparetime Rug Cleaning Business...

Took in $9000 Last Year

Suburban man with full time job took in $9000 last year in sparetime cleaning rugs with this money making equipment. Every home, apartment, hotel, motel, office and any place of business with rugs on the floor can be potential income. With Foley-Care equipment, you can clean rugs, carpets, hard floors and upholstered furniture.

Small Investment Required! No Shop Needed!

Ideal business opportunity for aggressive man with limited capital. Just a small investment starts you in business, lets you make money at once. No weeks of training! Equipment is easy to operate—fully automatic. You need no office or shop. Work out of your home and car. A terrific "Business of Your Own" opportunity,

FREE Booklet Tells How!

If your family needs more income, you owe it to them to send for this interestingly written and fact-filled booklet. It tells how you get started earning money at once in this lucrative service business, whether you start sparetime or full time. Write today! No salesman will call.

Foley CARE

FOLEY CARE, Dept. 1126-5
3333 Fifth St. N.E., • Minneapolis, Minn. 55418
☐ Please send free booklet, "A Business of Your Own"

Name_____

Address_____

City, State, Zip code_____

The Quality Cleaning Service

Switch List

THESE items are published free and in good faith, without guarantee. Keep within 28 words, including your name and address. Use abbreviation such as *tts.* (timetables); *emp. tts.* (employees timetables), and *SSE* (send 5¢ stamped env. for list or details).

A tight printing schedule compels us to close the *Switch List* long before publication. As this magazine hits the newsstands our January department is already closed. Entries for February issue should reach us before November 12th. Address Sy Reich, *Railroad Magazine*, 205 East 42nd Street, New York, N.Y. 10017.

MORRIS ABBOTT, 25 Carrington Ave., Milford, Conn. 06460, buys annual passes of old Colo. and Conn. rrs. Wants early photos of Pike's Peak Cog Ry. showing rolling stock.

JIM ADY, 35 Hillside Ave., Salt Lake City, Utah 84103, buys tts., emp. tts., adv. folders of Western rrs., esp. SPLA&SL, NWP, PE, UP, ATSF, SP, prior to '30.

C.T. ANDREWS, 4231 S.W. 38th St., West Hollywood, Fla. 33023, sells 4x5 and p.c. size pix LV, RDG, L&NE, CNJ, DL&W, D&H, NYC, L&HR, Pa. shortlines.

R.J. ASKEVOLD, 100 Elm St., Crystal Lake, Ill. 60014, wants Burnham Parry & Williams bldrs. plate.

JOE BAK, Jr., 3250 N. Normandy Ave., Chicago, Ill. 60634, will sell Mdl. RRer '46-'64, rr. books, mags. List 10¢.

BOB BAKER, Petawa Point Cts., Petawa, Ont., Canada, wants info, on CN and CP steam.

J. BEARDSLEY, 451 W. Mifflin St., Madison, Wis., will sell 11 vols. Kirman's " The Science of Rys." (1900) or trade for CNW or circus material.

AL BENNETT, 549 Montgomery Ave., West Pittston, Pa., 18643, wants LV tts., emp. tts.

HARRY BENNETT, Jr., 1804 N. Mount St., Baltimore, Md. 21217, sells transportation pix. List 25¢.

V.W. BEST, 9306 Orizaba, Downey, Calif. 90240, trades 2¼x2¼ negs. ATSF, UP, SP pass. equip. for those of other rrs.

B.E. BISHOP, 1151 Morena Blvd., San Diego, Calif. 92110, sells back issues Railroad Magazine, Trains, company mags., tts., emp. tts., bks., etc. List free.

DAVE BOWER, 9 Council Trail, Indian Field, Wilmington, Dela. 19803, sells rr. books, mags., railroadiana. (SSE).

JIM BOWIE, Box 4103, St. Louis, Mo. 63136, will sell Railroad Magazine 1/48 thru 6/63, except 2/48.

ERIC BRACHER, Box 463, Agnew, Calif. 95001, wants close-up pix or drawings of D&RGW n.g. pile-driver OB.

O.W. BROOKS, Box 187, Emporium, Pa. 15834, will trade 12/58 Off. Guide for Shaw's "Down Brakes" or "Tumult in the Mountains."

K.A. BUSH, 122 Vanderburg Ave., Rutherford, N.J. 07070, trades PRR, NYC, EL tts. or tickets for EL, PRSL tts. or tickets.

R.H. CARLSON, Box 222, Combes, Texas, sells back issues Railroad Magazine, Trains, Mdl. RRer, kMC. (SSE).

DICK CARR, 259 Water St., Santa Cruz, Calif. 95062, wants pix, slides, info., track layouts of Hoboken Shore RR.

NORTON CLARK, 21 Endicott St., Newton Highlands, Mass. 02161, buys orig. slides NN, BC&G railcars, O&W, BA&P, YV action, Feather River steam, Southern Ind.

GRAHAM COSWAY, 165 Balliol St., Toronto 7, Ont., Canada, sells pix English steam locos.

LOU CUMMINGS, Jr., 129 Nevin St., Lancaster, Pa., 17603, wants Poor's Manuals showing name of John F. Brimmer as purchasing agent for Conestoga Traction.

DOROTHY DASE, 2932 W. Grand Blvd., Detroit, Mich., wants poem beginning "By a Western water tank."

HAL DAVISON, 611 3 St. N.W., Austin, Minn. 55912, sells negs., pix, tts., calendars, clippings, mags. (SSE).

RAY DESCHENES, 903 Mohawk Rd. E., Hamilton, Ont., Canada, sells 3½x5 to 11x14 steam pix CN, CP. List 10¢. Buys, sells negs. CN, CP, TH&B.

FRANK DIFALCO, 3 Cobbossee Ave., Gardiner, Maine 04345, wants diesel negs. NdeM, NYO&W, L&NE, RUT, and St. Louis area.

PAUL DOUGLAS, 2012 Broadway, Vancouver, Wash., buys and trades loco negs.

JIM ELPHICK, 1 Lantern Lane, Darien, Conn., buys color slides steam, diesel locos.

Mrs. CLINT FERRIS, 1968 Newton St., Akron, O. 44305, sells back issues Railroad Magazine, RMC, Trains '55-'64. (SSE).

LEON FRAZLER, Box 976, Provo, Utah, will buy or rent steam loco for scenic rr.

ED FULCOMER, Rte. 2, 1706 Hillside Dr., Fort Collins, Colo., buys, trades for slides, negs. UP 4500-hp turbines, D&RGW FT's, KM's, other diesels.

T.J. GASCOIGNE, Rte. 4, Oshawa, Ont., Canada, buys 35mm slides RUT steam, diesels.

L.A. GEORGE, 1701 E. Cooke Rd., Columbus, Ohio 43224, wants names and numbers of Nashville trolley lines.

BOB GERLING, 413 Elmgrove Rd., Rochester, N.Y. 14606, sells NYC Syracuse Div. train orders with steam loco nos or will trade for B&O orders.

BILL GORDON, 811 Garson Ave., Rochester, N.Y. 14609, sells copies of his book "Erie RR., Rochester Division." Also trades rr. pix.

JIM GRAHAM, Box 275, Summit City, Calif., wants Railroad Magazine 12/29 thru 4/32, good cond.

BOB GREENAWALT, 3643 Rosemead Blvd., Rosemead, Calif., buys or trades rr. stocks, bonds. (SSE). Wants Poor's and Moody's manuals.

TOM HALLENDORF, 44 Cornelia Dr., Hillsborough, Calif., trades 8mm SP diesel movies.

TOM HAHN, 127 W. Central, Moorestown, N.J., will sell 8x10 pix PRR K4sa 612 and K4s 3752 beside diesel 5771 on 12-month calendar.

BOB HARRIS, 3162-C Briarcliff Rd. N.E., Atlanta, Ga. 30329, trades Porter, Vulcn, Altoona bldrs. plates for those of SOU, L&N, SAL, NC&SL, RF&P, WofA, NS.

JON HEIM, 551½ E. Alcott St., Philadelphia, Pa. 19120, trades MKT stock certificates or technical rr. books for switch keys.

KARL HENKELS, 1628 N. Oakley Ave., Chicago, Ill. 60647, sells or trades orig. Kodachrome slides, diesels, cabooses in his area, on approval. No list.

C.E. HULL, 203 E. 16 St., North Little Rock, Ark., sells 44 rr. poems. (SSE).

BRIN JACK, 2650 Cardinal Lane, San Jose, Calif. 95125, sells Australian ry. maps 28x32, diff. gages color coded.

ARNOLD JOSEPH, 2512 Tratman Ave., New York, N.Y. 10461, sells back issues Railroad Magazine, Trains, Mdl. RRer, RMC, etc. (SSE) Buys collections of such mags., good cond.

JOHN KANE, Christmas Tree Lane, Rutland, Mass. 01543, wants pix B&A 0-8-0 48-53, top views of B&A 4-6-6T 400-404.

A.S. KNIGHT, Jr., Box 900, Dallas, Texas 75221, buys pix of locos and stations on old DL&W Gladstone branch.

C.M. KNOLL, 120 Coolidge Ave., Spencerport, N.Y. 14559, sells NYC, B&O tts., emp. tts., Off. Guides, Railroad Magazine, Trains. (SSE)

BASIL KOOB, Box 279, Ft. Dodge, Ia. 50502, sells negs. of FDDM&S, WCF&N, CCW, C&NW, CGW, IC, CMSP&P, CB&Q, SOO. No list.

ALEX LaPRESTO, 52 Tonnele Ave., Jersey City, N.J. 07306, wants negs. logging rrs., QC, CN, CP, GTW. Wants Feb. '31 Railroad Magazine.

A2C JOHN LARUE, Jr., AF 13817641, Box 249, 810th Radaron, Winston-Salem AFS, N.C. 27107, buys negs. of work equip., US., Canada, Mexico.

W. LEE, 10316 Snow Hts. Blvd. NE, Albuquerque, N.M. 87112, wants early '40's and early '50's Off. Guides.

FRED LEWIS, Rock Tavern, N.Y. 12575, wants pix, info. on Rock Tavern Hotel, once used as NYO&W station.

LARRY LEWIS, 415 N. Oakley St., Kansas City, Missouri, wants postcards of rr. scenes.

DICK MAGUIRE, 11 Baker Rd., Readina, Mass. 01867, will sell B&M rule bks., emp. tts., Railroad Magazine '58, '61, '62, '63.

ED MARTIN, 470 Western Ave., Lynn, Mass., sells back issues Railroad Magazine, NYNH&H emp. mag., emp. tts.

J. McGUAN, 8131 S. Maplewood, Chicago, Ill., buys rr. equip. catalogs.

BOB McVAY, Box 625, Kina City, Calif. 93930, buys or trades for pre-'34 Railroad Magazine, pre-'42 Trains, Interurban Specials 16-21, 25, CERA Bulls. 89, 96-97, 99-103, 105.

AL MILLER, 3212 34 Ave. S., Minneapolis, Minn. 55406, wants old tts., emp. tts., annual reports, folders, postcards, Midwest rrs.

GRANVILLE MILLER, Jr., Sussex Ave., Morristown, N.J., will sell B&O steam loco bell, excellent cond.

L.D. MOORE, Jr., 121 Flagg Rd., Deep Creek, Chesapeake, Va., sells loco, trolley pix, negs., tts., Railroad Magazine, Trains, railroadiana. List 20¢.

BILL MYERS, 1511 N. 2nd St., Harrisburg, Pa. 17102, wants track map of Harrisburg Rys. Buys BTC color slides.

DON NAGEL, Concordia College, Ft. Wayne, Ind., wants Rocky Mt. RR Club books, esp. "Rails Around Gold Hill."

H.G. NELSON, 1717 W. Gilbert Ave., Peoria, Ill., will sell Railroad Magazine '37-'47, entire set only.

TED PARKER. Terilia, Eversley, Rd., Benfleet, Essex, England, sells original British Rys. steam number plates.

C.G. PARSONS, 8416 Conover Pl., Alexandria, Va. 22308, sells Kodachrome dupl. 35mm slides steam, diesel, trolley. Sample 25¢.

HAL PHILLIPS, Box 94, Millis, Mass., wants McCague's "Great Gold Mt." and "The Big Ivy" and Harlowe's "Steelways Across New England."

N. PHILLIPS, Hilltop Apartments, Little Falls, N.J., wants DL&W marker lights and brakeman's lantern.

T.C. PHILLIPS, Box 8401, Universal City, Calif. 91608, sells reprints of 1911 PE 24-page system tt.

D.P. RAMSEY, 3200 E. Alemeda, Denver, Colo., wants info. and pix Uintah Ry.

TUCK RICHARDSON, Box 201, Eufaula, Okla. 74432, sells sizes 616, 620 pix and 35mm slides of rrs. in his area. (SSE)

JOHN ROBERTSON, 808 E. Monroe, Mexico, Missouri 65265, buys WAB, Alton, Bevier & Southern railroadiana.

JOE SCHUSSMANN, Highland Ave., Stanhope, N.J. 07874, wants pix, esp. steam, tts., tkts., etc. of Erie's old Greenwood Lakes Div., also DL&W, M&E, Rockaway Valley.

J. SHAFER, 4359 Lafayette, Evansdale, Iowa, wants rr. postcard pix, pencils, loco catalogs.

AL SHARP, 100 Shennecossett Pkwy., Groton, Conn., sells rr. uniform buttons, Railroad Magazine 1912-'60, trolley guides, catalogs, postcards, Off. Guides, etc. List 10¢.

DWIGHT SMITH, Jr., 97 Bartley Ave., Portland, Maine 04103, sells Off. Guides, annual reports, tts., emp. tts., maps, calendars, Railroad Magazine, Trains, RMC, Mdl. RRer. List 10¢.

JIM SORENSON, USS Iwo Jima LPH-2, S-2 Div., San Francisco, Calif. 96601, wants PRR alltime diesel roster; sizes 127, 620 negs. and pix GN, NP, SP, SOU, ATSF.

JOE STARK, 5839 Hampshire Ave. N., Minneapolis, Minn. 55428, sells rr. books, mags., tts. (SSE)

H.W. STEIGERWALD, 3436 Cheviot Ave., Cincinnati, Ohio 45211, sells railroadiana, incl. loco rosters, pix, emp. tts., books, R&LHS Bulls., Off. Guides, etc. (SSE)

DAVE STONEBERG, 606 Orr St., Chattanooga, Tenn. 37405, trades for tts., etc., of Chattanooga trolleys.

W.H. SWANNER, 2101 Chestnut St., Philadelphia, Pa., wants pix of old steam locos.

W.C. THURMAN, 4733 Morganford Rd., St. Louis, Missouri, will trade Trains Albums 10-12, 14 for steam negs.

LES TUTTLE, Box 191, Rural Hall, N.C., wants pix of amusement park and tourist rrs. Trades SOU p.c. size steam pix. Will sell Beebe's "Rio Grande," perf. cond.

DICK VARTABEDIAN, 16575 Whitcomb, Detroit, Mich. 48235, trades 35mm color slides of diesels in his area for those in yours, esp. with extinct color schemes.

WM. VIEKMAN, 10 Mountain Pl., Upper Montclair, N.J. 07043, sells 8½x11 three-color rr. stationary, envelopes. Sample 10¢.

A.F. VON BLON, Jr., Box 6422, Waco, Texas, wants tts. and rr. books.

A.R. WARD, 108 Midvale Ave., Wanaque, N.J. 07465, trades or sells 3½x5 pix N.Y. City rrs. and trolleys.

R. WESTING, 6325 Hancock Ave., St. Louis, Mo. 63139, will trade both 11/53 and 9/58 Off. Guide for Summer '65 Off. Guide, good cond.

SID WHEELER, 304 3rd Ave. N.W., Stewartville, Minn. 55976, will sell Trains '49-'60. Make offer.

CECIL WILKINSON, 14522 State St., Riverdale, Ill. 60627, wants any size pix EJ&E 0-6-0 82.

GERRISH WILLIAMS, 26 Overbrook Ave., Maple Shade, N.J. 08052, trades RDG, PRR fare receipts and PTC transfers for those of other areas.

FRANK WINGO, 1323 Walla Walla Ave., Walla Walla, Wash. 99362, sells back issues Railroad Magazine. (SSE)

WM. WOOTTON, 1828 Gateway Dr., San Diego, Calif. 92105, wants tts., emp. tts., records, and data on San Diego Elec. Ry., SDTS '40-'55.

F.H. WORSFOLD, Box 1332, San Francisco, Calif. 94101, sells orig. color slides of steam, diesels, elec., trolleys. (SSE)

P.J. CLEARY, 1905 E. Oak St., Kankakee, Ill., wants emp. tts., and info. on CTH&SE Ry. (now Terre Haute div. of Milwaukee); Rock Is. Southern; Ind. Southern; Ill. Southern.

TOM DRESSLER, 2708 Ritchie St., Portsmouth, Ohio 45662, wants book by R.E. Prince, "L&N Steam Power"; also N&W wreck pix.

JIM HICKEY, 3306 Greenlawn Pkway., Austin, Texas 78757, will buy any size pix of T&NO locos, cars, taken 1910-'30.

CHAS. SCHULTZ, 101 Beech St., Nutley, N.J. 07110, wants any size pix of PRR locos 4297, 6306; also N&W 231.

ROBT. RATHKE, 56 Woessner Ave., Pittsburgh, Pa. 15212, wants B&O pre-1956 public tts., B&O magazines. List.

JOHN RIEPE, 45408 Fifth St. E., Lancaster, Calif., has old PE tts., rr. fiction books, St. Ry. Journal (1895), English ry. guides, other railroadiana, for sale or trade.

JIM GRAVES, sec., Northwest Railfan Club, Box 855, Tukwila, Wash., has large amount of railroadiana, incl. Railroad Magazine, Trains, Model Rrer., for sale or trade. (SSE)

GARY BALLIETT, 259 E. Cresthill Ave., Littleton, Colo. 80120, sells recent and rare rr. books, mags., other railroadiana, esp. Colo. (SSE)

J. B. CHAMBERS, Sr., 126 Forest St., Reading, Mass. 01867, buys and sells cancelled rr. stock certifs. (SSE). Will sell one copy of the famous Harry Bedwell's only book, "The Boomer."

D. CHRISTISEN, Box 122, Columbia, Missouri 65202, will buy slides and pix of standard pass. eqpmt. of M&StL, Milw., Wab., Frisco. Issues railroadiana lists. (SSE).

CLARENCE CARLSON, 322 Madison Ave. South, Hopkins, Minn., sells old tts., Off Guides; state year and road you want. Also sells orig. Confederate paper money.

AL SHARP, 100 Shennecossett Pkway., Groton, Conn., sells rr. postcards; Railroad Magazine, 1912-'18, 1929-'64; rulebooks; "Ralph of Railroad" juvenile novels. State interests.

JIM McMAHON, 2777 N. 50th St., Milwaukee, Wis., has few unused C&A continuous train checks, issued for years 1923-'26; make offers.

PETER CAMPAGNA, 623 13th St., Union City, N.J., wants b&w or color slides of Morristown & Erie steam.

E. A. ANDERSON, Crystal Springs, 1614 Main St., Hanson, Mass. 02341, will sell entire lot Railroad Magazine 1936 thru '52, nearly complete, few missing. (SSE).

D. J. STUART, 13 Fairview Ave., Cheltenham, Victoria, Australia, will buy steam loco bldrs.' and number plates, also British or North American steam loco whistles.

F. A. CAMPBELL, 1128 Beech St., St. Paul, Minn., wants CStPM&O steam pix, tts., train orders, condr. patches, pins, buttons; other railroadiana of same road.

PETER HOLLINSHEAD, 319 Spring Valley Rd., Springfield, Pa., sells Phila. area transit pix. (SSE) Wants El material, PCC builders' catalogs.

BILL MYERS, 1511 N. 2nd St., Harrisburg, Pa. 17102, sells color pix and slides of Pittsburgh trolleys, CNS&M. (SSE)

TOM STRAUSS, 11550 Xavis St., NW, Coon Rapids, Minn. 55433, buys diesel photos about 3½x5, any U.S. rr. Send list.

HOWARD CLINE, Jr., Box 321, Saratoga Springs, N.Y., will sell 1200 ft. of 12-lb. rail, 2x2", 30¢ a ft.; also some misc. track, splice bars, spikes.

DAVID COHEN, 230 Juanita Way, San Francisco, Calif. 94127, will sell Railroad Magazine for Dec. '61 and Aug. '63 thru Oct. '65.

WM. HOFFMAN, 2nd, 326 S. East Ave., Baltimore, Md. 21224, sells 5x7 steam pix B&O, WM, DM&IR, NP, many industrial lines. List 10¢.

RAFAEL CODOL, Apartado 210, Igualda, Spain, sells public tts., emp. tts., many countries; also rr. books, postcards.

J. P. VON BLON, Box 6422 BU Station, Waco, Texas, will sell hand-hewed Frontier rifle powder keg or trade for rr. items.

RILEY KINNEY, 210 Anderson Ave., Fort Valley, Ga. 31030, wants emp. tts., photos and negs. of C&WC steam or diesel locos.

C. A. BIRD, 2003 Bordner St., St. Paul, Minn. 55116, sells train orders, dispatchers' train sheets, tts., some pix, misc. railroadiana.

WALT REDMAN, 17667 Pierson Ave., Detroit, Mich. 48219, sells Off. Guides, picture postcards, steam loco pix 70 years back, books, old issues Railroad Magazine, Trains.

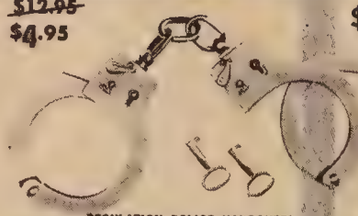
TOM MACK, 6 Maple Ter., Verona, N.J. 07044, wants oldtime postcards, of views pertaining to railroads. Will buy or trade.

BOB JOHNSTON, 2815 Coconut Ave., Miami, Fla. 33133, sells old issues Railroad Magazine, tts, pix, other railroadiana. (SSE for list, specify interests.)

G. COSWAY 9 Newcome Road, Health End, Farnham, Surrey, England, sells pix of British steam locos and trolleys. (SSE but no money for samples).

Big 3 Bargain Sale

~~$12.95~~ $4.95

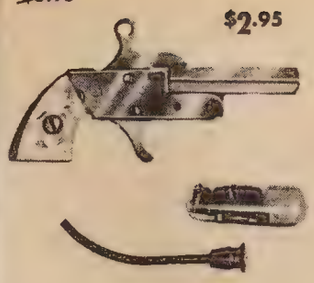


REGULATION POLICE HANDCUFFS
With New, Exclusive CUFF-STOP
Latest type—features exclusive Cuff-Stop that locks handcuffs automatically. Made of hard-tempered steel with jewelry polished nickel surface. Fitted with 2 tamper-proof locks that only matching key will open. Used internationally by Law Enforcement and Private Detective Agencies. $4.95. Deluxe Leather Cuff Case: $2.75.

$9.95 ~~$13.95~~

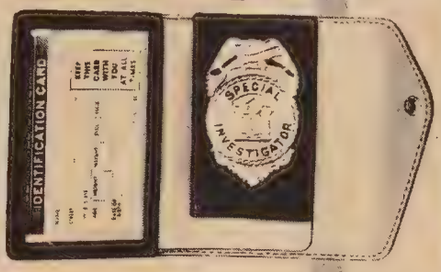
HOME MOVIE VIEWER
SPECIAL INTRODUCTORY OFFER.
Beautiful precision made home movie viewer which takes any 8MM roll of film up to 50 feet. FREE with each viewer, 2 reels of special girlie action movies. $9.95

~~$5.95~~ $2.95



LITTLE ATOM PISTOL
Small as the end of your thumb but it "sounds off" like a cannon. The world's "showiest" small pistol—gold plated with pearl grip. Complete with ramrod, blanks, $2.95. Extra blanks 50c per capsule.

~~$4.95~~ $2.98



IDENTIFICATION BADGE CASE
Made of heavy black leather. Used by law-enforcement agencies throughout the world. Holds both badge and identification cards. 4½" long and 3" wide when closed.
Badge and I.D. Card extra. Badge case only $2.98. I.D. Cards 25c each.

~~$3.00~~ $1.00 WHO STOLE MY BIKINI?!!

"TITILATING BALL POINT PEN"

Curvy bathing beauty STRIPS to the buff every time you turn her over. When your friends see this item you'll have to fight to get it back!! P.S. It writes too! High quality ball point takes standard refills. Money back guarantee.
$1.00 Postpaid 6 for $5.00

IN GLORIOUS COLOR

WOLF-PACK PLAYING CARDS
Full deck of playing cards—and what pictures! Exciting . . . entertaining. We hope you can keep your mind on the game after looking at these 52 full-color cards. Set only $1.95. Also Stag Deck $2.95.

Imported WOLF KILLER STILETTO
This fabulous knife is famous on the Continent for hunting and fishing emergencies and it is faithfully trusted by sportsmen all over the world. Made of high test carbon steel. Positive lock, open or closed. 5 9/16" open. $4.70; 7 1/16", $4.95; 9", $7.50; 11". $12.95

~~$3.95~~ $1.98
OFFICIAL SPREAD EAGLE BADGES
Silver or Gold
Finest quality with reinforced backs and pins for heavy duty. A quick flash of one of these gleaming, official-looking badges instantly shows who has the power! Your choice: Special Officer, Deputy Sheriff, Constable, Watchman, Sheriff, Police, Special Police, Private Detective, Civilian Defense, Special Investigator. Standard size: $1.98. Miniature: $1.25.
SPECIAL OFFER: FREE! Authentic Badge Carrying Case FREE with each badge.

Not sold in Calif. or N. Y. rez.

~~$12.95~~ $5.95
22 Cal. Blank Cart.
6 Shot Revolver
No Permit Required

"BLACK VENDETTA"
Imported from ITALY
Latest model, not a toy. Gun is of solid steel construction. Impressive looking white pearl-like handles. Fires 6 rounds in 2 seconds! Double or single action. Precision crafted, 5½ inches long. Ideal for stage, sporting events, boating, protection. Revolver $5.95, "QUICK DRAW" deluxe leather holster $2.25.

ORDER BLANK

BIG THREE ENT. INC.
Dept. AMG-11, 1109 Sixth Ave.
New York 36, N.Y.

Enclosed is check, cash or M.O. for $ _____ Enclosed
Please send me items checked.
A Handcuffs; B Movie Viewer C Little Atom Pistol; D I.D. Badge Case; E Peek-A-Boo ,'en F Wolf-Pack Cards; G Stiletto, _____ size; H Badge (_____); J Revolver.
specify type)
Satisfaction Guaranteed. Send cash, check or M.O. and save C.O.D. charges. $1.00 deposit with C.O.D. orders.

Address _____
City & Zone _____ State _____
Name _____

Model Trading Post

TERRY BAILEY, 712 Howie Ave., Fort Pierce, Fla. 33450, will sell 55 pieces HO track, 2 bridges.

DAVE BOWER, 9 Council Trail, Indian Field, Wilmington, Dela., 19803, will sell HO equip (SSE).

R. H. CARLSON, Box 222, Combes, Texas, sells HO items. (SSE).

FRANK McCLELLAN, 4618 Othello St., Seattle, Wash., buys HO trolleys, interurbans.

ART MILLION, 1205 Oakes St., Grand Haven, MICH. 49417, wants Lionel O gage 3464, 6464-100, 6464-175, 6464-375, 6464-650, 6536, 6636,, 6428

PAT MURPHY, 1726 N. 3rd St., Philadelphia, Pa. will sell 2 miniature trains. Pix, list $1.

BOB PADGETT, Chenango Lake Rd., Norwich, N.Y. 13815, will sell Model Rrer, '46-'61.

GORDON SMOKE, Otisville, Mich., will sell 15"-gage park-size gas train, track, depot, etc.

JIM TANDY, Box 35, Carrollton, Ky. 41008, will sell Lionel 98 coal-storage bunker, 439 panel board, 840 indust. power station, etc.

RON TAYLOR, 89 Agar Grove, London, N.W. 1, England, sells British model rr. mags. List 15¢.

Write each item plainly or pen-print or typewrite it on a postcard or separate slip of paper—not buried in a letter dealing with other matters. If you want pen pals, state your special interests so they will know what to write about.

STEEL RAILS TO THE SUNRISE

THE LONG ISLAND RAIL ROAD

Ron Ziel and George Foster

Here, at last, is the story of the Long Island Rail Road, from inception to government ownership, 132 years later. In a magnificent 320-page photo essay published by Duell, Sloan and Pearce, over 550 photographs and 50,000 words recall the drama, the disappointments, the humor and the legends of one of the most maligned and fascinating of railroads. Many rail historians had given up the idea of a book on the LIRR because "nothing was available." Nothing but a thousand original glass negatives made between 1878 and 1925. Nothing but 5,000 additional steam pictures in hundreds of collections. STEEL RAILS TO THE SUNRISE is by no means just another gallery of steam engine portraits, although it contains some of the finest steam photos ever published. The pictures of steamboats, stations, engineers, and equipment, complemented by maps, documents, and a detailed motive power and marine roster, all blend to create a warm, vivid picture of American railroading as seen through the experiences of the LIRR.

—Introduction by F. Nelson Blount

In the two years of full-time research behind this book, the authors traveled to every village on Long Island and ranged as far as Boston, Mass., Washington, D.C., and Newport News, Va. The results include two chapters on the far flung maritime operations of the LIRR — the ferries, tugs, and steamboats — as well as over 200 previously unpublished pictures of the Pennsylvania Railroad locomotives which ran on Long Island for 53 years.

Available with STEEL RAILS TO THE SUNRISE, a 7″ extended play, 33 1/3 rpm recording of the sounds of steam locomotives—K-4, E-6, G-5, H-9, and L-1—which ran on the LIRR. Made from the only tapes known to exist of engines which actually operated on Long Island. Jacket commentary by W. S. Boerckel, an official of the LIRR and avid steam fan. Produced exclusively for Switchlock by Railbar Productions, a leader in recorded rail sounds. Only $1.00.

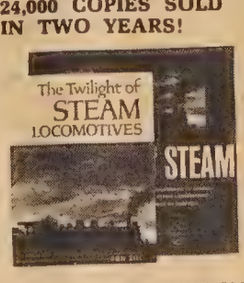
Brand New! **THE STORY OF STEAMTOWN AND EDAVILLE**, by Ron Ziel. 52 pages, soft cover, with 84 photos — 20 in full color! The big story of F. Nelson Blount and the steam engines he is fighting to preserve and operate.

Mail check or M.O. directly to:

SWITCHLOCK P. O. Box 183, East Moriches, New York.

All books personally autographed by the authors (specify recipient's name if book is to be a gift). New York State residents add 2% sales tax (to help pay for the purchase of the Long Island R. R.). N. Y. City — add 5%.

FAST BECOMING A RAILROAD STANDARD! THE TWILIGHT OF STEAM LOCOMOTIVES. 24,000 COPIES SOLD IN TWO YEARS!



Now in its third printing, **THE TWILIGHT OF STEAM LOCOMOTIVES** by Ron Ziel contains 275 photographs, twelve in full color. The 208 pages dramatically relate the complete story of the last years of steam operations in North America, including mainline, shortlines, display engines, and scrapping scenes. The popular high-fidelity long-playing record album **TWILIGHT OF STEAM, VOL. I**, is now complemented by **VOL. II**, just produced by Mobile Fidelity Records. More of the exciting sounds of locomotives appear in sequence with the book.

STEEL RAILS TO THE SUNRISE book @ $12.95 ea., postpaid
STEEL RAILS TO THE SUNRISE records @ $1.00 ea., pp.
TWILIGHT OF STEAM LOCOMOTIVES books @ $5.95 ea., pp.
TWILIGHT OF STEAM book and one record @ $8.95 ea., pp.
NOTE: Check record desired—( ) VOL. I ( ) VOL. II
TWILIGHT OF STEAM book and two records @ $11.95, pp.
TWILIGHT OF STEAM records, VOL. I @ $4.95 ea., pp.
TWILIGHT OF STEAM records, VOL. II @ $4.95 ea., pp.
STORY OF STEAMTOWN AND EDAVILLE books @ $1.00, pp.

BOOKS OF THE RAILS

STEAM POWER: *Chicago & North Western Railway, 1848-1956, Classes A-Z*, a pictorial history, with rosters, by Charles T. Knudsen, 188 pages, 8½x11″, plus folded broadside view of No. 3017 measuring 48½x10″, Knudsen Publications, 3539 N. Lincoln Ave., Chicago, Illinois 60613, $10.

Pictorial books on steam locomotives of the various big railroads sell rather well, as a rule, and this sturdily-bound 2½-pounder is no exception. Some 2000 copies of C&NW *Steam Power* were bought and paid for even before it came off the press.

Although the subject spans more than a century, this is the first time that any collection of North Western steam photographs has been seen in book form. A volume on the road's history that appeared about 15 years ago was pathetically weak in locomotive information and pictures, the reason being that its joint authors, Robert J. Casey and W. A. S. Douglas, were newspaper men with no railroad background and no particular interest in motive power.

Charles Knudsen, on the other hand, worked in North Western engine service from 1920 to 1952 and is now an operating assistant. In preparing his book he drew from his own experience at the scoop and the throttle. For that reason C&NW *Steam Power* is more authentic than most railroad books. His illustrations include photos of more than 300 engines, ranging from the *Pioneer*, Chicago's first, to the great Mountain types which moved troops and munitions during World War II. Also numerous line drawings.

Besides a wealth of other material on the North Western and its many predecessor roads, Knudsen tells us about the locomotives purchased from 27 different builders and those outshopped by the railroads themselves. Backbone of the rosters came from a Railway & Locomotive Historical Society *Bulletin* compiled by Alfred W. Johnson and F. A. Cole. The latter also made the full-color painting of No. 1080 at Wells Street Depot, Chicago, that adorns the book's jacket. All in all, it's a book to be enjoyed by steam-hungry readers and kept for future reference.

INLAND EMPIRE: *D. C. Corbin and Spokane*, by John Fahey, 288 pages 6x9″, illustrated by 13 photos and 3 maps; notes, bibliography, index; University of Washington Press, Seattle 5 Wash., $5.95.

This phase of history, until now, has never been fully covered. It concerns a successful railroad builder, Daniel Chas Corbin, and the frontier village of Spo

No. 524, an American type, on the Long Island Rail Road turntable at Jamaica, N.Y., as seen by photographer H. B. Fullerton 61 years ago. (From *Steel Rails to the Sunrise*, a new book of LIRR history, written by Ron Ziel and George H. Foster.

kane Falls, consisting in 1881 of a few frame buildings with false fronts on a single dirt road.

Corbin played a major role in the phenomenal rise of this community. Born in New Hampshire in 1832, he rode westward on a mule and overland stage before the Union Pacific Railroad was built. In 1877 he returned to the East to act as general manager for the New York & Manhattan Beach Railroad which his brother Austin built.

Later he went west again to become vice president and treasurer of a 20-mile railroad in Montana. Then he built or helped to build four railroads: the Spokane & Idaho, the Coeur d'Alene Railway & Navigation Co., the Spokane Falls & Northern, and the Spokane International. Besides bringing prosperity to Spokane Falls (now Spokane), these lines served lead and silver mines in which he had a substantial interest.

Corbin was also president of the Woodruff Sleeping & Parlor Coach Co. Thus his railroad background was considerable. Fahey has written his biography with skill and careful documentation. But Corbin himself was a cold individual, as the author admits his story lacks color and warmth.

A LOCOMOTIVE ENGINEER'S ALBUM: *The Saga of Steam Engines in America*, by George B. Abdill, 190 pages, 8½x10½", Superior Publishing Co., 708 Sixth Ave. N., Box 1710, Seattle, Wash. 98111, $12.95.

As a working hogger on the SP's Portland Division, Abdill has a feeling for motive power such as relatively few authors possess. This is his fourth book, the others being *Rails West* and *Civil War Railroads*, both still available, and *This Was Railroading* and *Pacific Slope Railroads*.

For the *Album* he assembled 315 photographs, many of them very old and rare, that carry the flavor of railroading in the long ago, and he tells the story of each one. Abdill covers a wide field: "locomotives fresh from the factory in those classic poses known as builder's photos, while others capture the Iron Horse in his habitat, spewing cinders, steam, and smoke over a colorful variety of scenery that embraces nearly every portion of the American continent." It's a book to stir the smoldering ashes of an oldtimer's memory into bright flame and at the same time to show the present generation what railroading was like away back in the days when grandpa was a small boy.

THE HIGHLAND RAILWAY, by O. S. Nock, 177 pages, 6x9", illustrated with photos and diagrams, colored frontispiece, indexed, Ian Allan, London, England; distributed by Leisure Time Books, P.O. Box 634, New Rochelle, N.Y. $9.75.

The story of a colorful Scotch line skillfully told by the author of more than 30 railway books. Well anecdoted, in addition to operation and locomotive facts and choice pictures.

NORTH WESTERN ALBUM, compiled by C. C. Dorman, 100 pages, 10x7", Ian Allan; distributed by Leisure Time Books, $8.

A choice collection of photos, mostly trains, of the old London & North Western Railway.

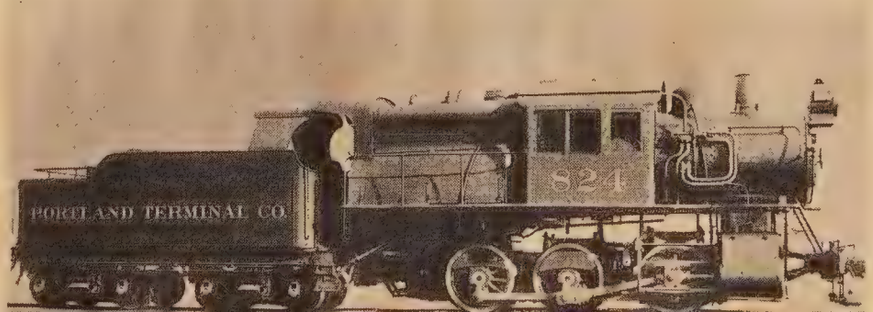
"GIT ON BOARD": *Folk Songs for Group Singing, with Guitar Chords*, newly revised edition, compiled by Beatrice Landeck, 79 pages, paperbacked, illustrated, Edward B. Marks Music Corp., 136 W. 52nd St., New York 19, N.Y., $1.25.

"The fare is cheap, and all can go,
The rich and poor are there;
No second class aboard this train,
No difference in the fare."

In addition to *Git on Board* (the Gospel train), this book includes *John Henry, Driving Steel, Paddy Works on the Erie*, and *Drill, Ye Tarriers, Drill!* and 57 non-railroad folk songs, all with words and music.

Collection of Richard A. Hoisington, 6 Park Ave., Derry, N.H.

Alco (Manchester) builder's photo of an 0-6-0 Camelback switcher.



BRITISH RAILWAY STATIONS, by J. Hirsley Denton, 64 pages, 6x9", illustrated with photos and layout diagrams, Ian Allan; distributed by Leisure Time Books, P.O. Box 634, New Rochelle, N.Y. $4.25.

An interesting study in traffic operation and architectural features of some stations, each one tailored to fit local needs.

RAIL AND ROAD IN EAST AFRICA, by Arthur Hazlewood, 247 pages, 5½x8½", illustrated with map and diagrams, indexed, Basil Blackwell, Oxford, England; distributed by Leisure Time Books, $11.

Railway tariff, road transport licensing, and road-rail competition in Kenya, Tanganyika, and Uganda.

HISTORIC WAGON DRAWINGS IN 4MM SCALE, by F. J. Roche, 38 pages, 12½x8½", loose-leaf hard-cover binding, Ian Allan; distributed by Leisure Time Books, $5.75.

For model builders. ("Wagons" are freight cars of British Railways.)

BALDWIN LOCOMOTIVE WORKS: *Record No. 79, Pacific Type Locomotives*, 40 pages, 9x6", illustrated with photos and diagram, originally published in 1914, reprinted by Harry P. Albrecht, 40 Wilton Ave., Clifton Heights, Pa. 19018, $2.

One of Albrecht's five Baldwin reprints. The others dealt with Mallets, AT&SF, the eight-driving-wheel engine, each $2, and *Locomotives for Industrial & Contractors Service*, 1914, $1.50.

CINDERS & SMOKE: *A mile by mile guide for the Durango-to-Silverton narrow-gauge* trip, by Dorus B. Osterwald, 97 pages, 6x9", semi-stiff cover, illustrated with photos, maps, diagrams; bibliography, Western Guideways, Inc., Denver, Colo.

An uncommonly good guide over the rail line pictured on front cover of the current *Railroad Magazine*, with richly detailed information and many good pictures, competently written, milepost by milepost, for railfans, modelbuilders, historians, geologists, and nature-lovers. Among the illustrations are 8 pages of diagrams of D&RGW steam locomotives and coaches, with specifications. We asked the publisher what this book costs but, as we go to press, he has not yet replied.

1966 RAILROAD PHOTO CALENDAR, 107 pages, 5½x7½", loose-leaf binding, Golden West Books, P.O. Box 8136, San Marino, Calif. 91108, $2.

Combination calendar and date-book, illustrated with high-quality photos, well reproduced. An ideal gift for any steam or juice fan.

RAILROAD CALENDAR *of American Steam Locomotives, 1966 Edition*, 24 pages, 6x9", loose-leaf binding, illustrated Golden West Books, $1.50.

To hang on wall; 12 fine, steel-engraved, line drawings, period of 1890's, one per month—11 steam locos and one rotary plow.

1966 STEAM RAILROAD CALENDAR, 26 pages, 11x8½", loose-leaf binding, illustrated, Golden West Books, $1.50.

To hang on wall; illustrated with 12 large train photos, one per month.

THE HUMAN SIDE OF RAILROADING, 16 pages, 5½x8¼", paperbacked, illustrated with photos and line drawings, Association of American Railroads, Public Relations Dept., Transportation Bldg., Washington, D.C. 20006, free.

Booklet tells how railroads are organized, how to apply for a job, etc.

Our Cut-Rate Book Service

As a service to readers, we sell books at about 5 percent off publisher's price. Our discount applies to almost any English-language railbook still in print, if it retails above $2.50. Some titles would make good holiday gifts. All prices include shipping charges.

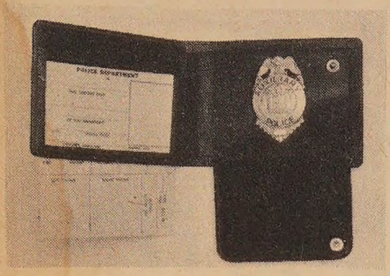
New York State residents must enclose 2 percent sales tax with each order. New York City dwellers, 5 percent sales tax. In other words, New Yorkers pay the book publisher's list price, not our price, and we pay their sales tax instead of the discount.

The books are available only by mail. Money order or check may be sent to *Railroad Magazine Book Service* (not to book publisher), 205 East 42nd Street, New York, N.Y. 10017. Here are suggestions:

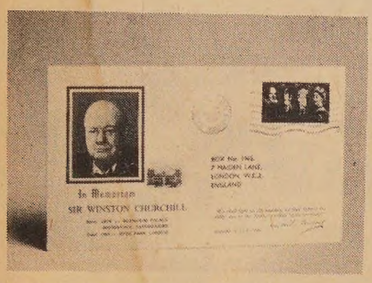
	List Price	Our Price
STEAM POWER: C&NW, by Charles T. Knudsen	$10.00	($ 9.50)
INLAND EMPIRE, by John Fahey	$ 5.95	($ 5.65)
LOCOMOTIVE ENGINEER'S ALBUM, Abdill	$12.95	($12.30)
STEEL RAILS TO SUNRISE, Ziel and Foster	$12.95	($12.30)
TWILIGHT OF STEAM LOCOMOTIVES, Ron Ziel	$ 5.95	($ 5.65)
RAILROAD AVENUE, by Freeman Hubbard	$ 5.95	($ 5.65)
GREAT TRAINS OF ALL TIME, by Freeman Hubbard	$ 4.95	($ 4.70)
BURLINGTON ROUTE, by Richard C. Overton	$10.00	($ 9.50)
TO THE GREAT OCEAN (Trans-Siberian), Tupper	$ 8.95	($ 8.50)
RAILWAYS (British), by George C. Allen	$ 3.00	($ 2.75)
NEVADA COUNTY NARROW GAUGE, by G. Best	$ 7.50	($ 7.15)
GREAT TRAIN ROBBERY, Gosling and Craig	$ 4.50	($ 4.30)
PACIFIC COAST SHAY, by Dan Ranger	$ 7.95	($ 7.55)
RUDOLF DIESEL, by Nitske and Wilson	$ 5.95	($ 5.65)
RAILROAD THAT LIGHTED S. CALIF., by Johnson	$ 7.50	($ 7.15)
SMOKE ACROSS DIVIDE, Ehernberger-Gschwind	$ 4.95	($ 4.70)
SMOKE ACROSS PRAIRIE, Ehernberger-Gschwind	$ 4.95	($ 4.70)
BRITISH RAILWAYS LOCOMOTIVES	$ 3.75	($ 3.55)
WORLD'S UNDERGROUND RYS., F. Howson	$ 6.25	($ 5.95)
B&O POWER, by Alvin Staufer	$15.00	($14.25)
RAILROADS OF BLACK HILLS, Fielder	$12.50	($11.90)
FAMOUS LOCOMOTIVES OF WORLD, by Hamilton	$ 3.25	($ 3.00)
UNUSUAL RAILWAYS, by Wilson and Day	$ 5.75	($ 5.50)
MORE UNUSUAL RAILWAYS, by John Day	$ 5.75	($ 5.50)
WORLD RAILWAYS: 1962-'63 edited by H. Sampson	$28.00	($26.60)
GREAT LAKES CAR FERRIES, by Geo. Hilton	$ 6.00	($ 5.70)
THE TRAIN THAT NEVER CAME BACK (true railroad stories for 8-12 age) by Freeman Hubbard	$ 2.75	($ 2.60)
HAWAIIAN RAILWAYS, by John Hungerford	$ 4.95	($ 4.70)
THE OVERLAND LIMITED, by Lucius Beebe	$ 5.95	($ 5.60)
RAILWAY SIGNALLING SYSTEMS, Day-Cooper	$ 3.25	($ 3.00)
THE MA & PA, by George W. Hilton	$ 5.00	($ 4.75)
20TH CENTURY, by Lucius Beebe	$ 5.95	($ 5.65)
CANADIAN NATIONAL RAILWAYS by G. R. Stevens, 2-volume set	$12.50	($11.90)
GREAT DAYS OF THE CIRCUS, by Freeman Hubbard	$ 3.95	($ 3.75)
SHIPS AND NARROW GAUGE RAILS, by Best	$ 6.00	($ 5.70)
PGE: RAILWAY TO NORTH, by Bruce Ramsey	$ 7.50	($ 7.15)
STEAM LOCOMOTIVES & HISTORY: GEORGIA RR. AND WEST POINT ROUTE, by Prince	$ 9.50	($ 9.00)
THE RUTLAND ROAD, by Shaughnessy	$10.00	($ 9.50)
ACROSS THE MIDLANDS, by Cook	$ 8.95	($ 8.40)
STEAM LOCOS OF BURLINGTON	$15.00	($14.25)
DECLINE OF STEAM, by Colin Gifford	$16.00	($15.20)
BROTHERHOOD OF RY. CLERKS, by N. Denton	$ 3.00	($ 2.85)
RAILROAD MERGERS, etc., by M. Conant	$ 7.50	($ 7.15)

men's mart

Products shown may be obtained directly from indicated sources. Send check or m.o. Mfr. will refund purchase price on prompt return of unused, non-personalized lines. This department not composed of paid advertising.



POLICE WALLET. Top grain cowhide billfold. Badge holder with protective suede-lined flap, can be snapped closed. I.D. section contains special police department identification card with spaces for vital statistics. No. 447 $3.95 ppd. Big Three Enter. Inc. 1109 Sixth Ave, New York, N.Y. 10036



CHURCHILL MEMORIAL COVER. Scarce envelope bears portrait and autograph. Postmarked with day-of-death cancellation, London, SW1—post office servicing Parliament and official residence of Prime Ministers. Valuable Churchill new issue stamps included plus complete set of England's 42 Kings & Queens! 25¢ ppd. Kenmore C-902 Milford, New Hampshire

8MM MOTION PICTURE PROJECTOR. Fully electric for standard 8MM movies, black and white or color. Runs on flashlight batteries. Sturdy, safe, easy to operate. Amazing performance. Complete with carrying case and screen. Guaranteed. $9.97 Honor House Pros. Corp. Dept. 136 PJ 10, Lynbrook, NY

GIANT TALKING CLOWN. 42" tall. Simply pull magic sound transcription—he talks! Toss, wobble, or sway him—lands right back on his big feet. Colorful one piece quality latex, easily deflatable. Thrill for youngsters. Mother Hubbard, Dept. T-4, 183 Essex St, Boston, Mass. 02111.

BALD MEN WANTED

TO LEARN ABOUT TAYLOR TOPPERS – THE WORLD'S FIRST PRACTICAL, TRULY UNDETECTABLE HAIRPIECES

Mail Coupon for Free Details, No Obligation, in Plain Envelope

Taylor Topper, Inc.
123 W. 28 St.
New York 1, N. Y.
Phone WI 7-1820
Dept. 6075

Name .....
Address .....
City ..... State.....

Borrow BY MAIL

$40 Per Month Repays $1,009.36

Enjoy the things you want NOW with a confidential LOAN-by-MAIL — get any amount, $100 to $1,000. Pay back in small monthly installments to fit your paycheck. No co-makers. Also, Credit Life Insurance is available, at nominal cost, which will pay the balance of your loan in case of death. No matter where you live, rush this coupon now. Loan Order Blank mailed FREE in a plain envelope. No obligation. Act!

Cash YOU WANT

Cash You Get	30 Monthly Payments
$104.65	$5.00
293.02	14.00
532.26	25.00
Cash You Get	**36 Monthly Payments**
$819.57	$33.00
1009.36	40.00

DIAL FINANCE CO., 410 Kilpatrick Bldg. Dept. 11-052 Omaha, Nebraska 68102

NO AGENT WILL CALL

Please rush FREE Loan Order Blank.

*Name*_____

*Address*_____

*City*_____ *State*_____ *Zip Code*____

*Amount you want to borrow $*_____

NEED MONEY?

CASH YOU WANT

$45.10 MONTHLY REPAYS $1000

It's easy to borrow by mail. If you are steadily employed, you can borrow up to $1000 on your signature only. No endorsers, no time off from work, no personal interviews. Handled entirely by mail in strict confidence. Details mailed in plain envelope.

Amount of Loan	24 Monthly Payments
$100	$5.59
$300	$16.77
$500	$27.63
Amount of Loan	**30 Monthly Payments**
$800	$36.62
$1000	$45.10

AMERICAN LOAN PLAN Dept. PA-295
City National Bldg., Omaha, Nebr. 68102

AMOUNT I NEED ____

Name_____

Address_____

City_____

Age_____ Occupation_____

Invest In Tomorrow, By U. S. Savings Bonds Today!

OPPORTUNITIES FOR YOU

For ad rates, write PCD
1085 Walnut
Des Plaines, Illinois

BUY IT WHOLESALE *(MB-Dec.-Jan. '66)*

1965 CARS $995. Fords, Dodges. Four-door, 6 cylinder, automatic transmission, heaters. Choice of color. 1964 cars $595. Guaranteed motor, transmission, rear end. Nationwide delivery. Free illustrated catalog, details. Write: Dept. P, Consolidated Auto Wholesalers, 120 East 56 Street, New York 10022.

ALL BRAND NAME Latex products. Confidential wholesale price list 10c. Distributor Sales, Box 6041-JM, Kansas City, Mo. 64110.

EMPLOYMENT INFORMATION

FOREIGN EMPLOYMENT: SOUTH AMERICA, Africa, Europe, Australia, USA. Earnings to $2,000.00 monthly. Construction, all trades, professions, occupations. Many companies pay fare, housing, benefits, bonuses. Write: Universal, Dept. A-13, Woodbridge, Connecticut 06525.

FOREIGN EMPLOYMENT. CONSTRUCTION, other work projects. Good paying overseas jobs with extras, travel expenses. Write only: Manager, Foreign Service Bureau, Bradenton Beach, Florida.

MUSIC & MUSICAL INSTRUMENTS

SONGPOEMS WANTED FOR musical setting. Free examination. Get "the Nashville Sound" in your songs and records. Send Poems: Music City Songcrafters, 6145-AE, Acklen Station, Nashville, Tennessee 37212.

INCOME GUARANTEED TWO years for songpoems accepted: Free public releases! Castle's, 203-P West 46th Street, New York City 10036.

SALESMEN WANTED

SELL ADVERTISING BOOK Matches. Write us today; we put you in business By Return Mail, handling complete line Ad Book Matches in demand by every business right in your town! No investment; everything furnished Free! Top commissions daily: Superior Match, Dept. Z-1265, 7530 S. Greenwood, Chicago 19, Ill.

HYPNOTISM

HYPNOTISM REVEALED! FREE Illustrated Details. Powers, 8721 Sunset, Hollywood, California 90069.

QUIT SMOKING SUBCONSCIOUSLY. Conditioning Record $5.95. Letcher, 2407 Catherine, Dallas 75211.

MONEY-MAKING OPPORTUNITIES

MAKE MONEY WRITING Short Paragraphs. Information Free, Barrett, Dept. C-162-L, 6216 N. Clark, Chicago 26.

$100.00 WEEKLY POSSIBLE! Home, self-employment. Bayou Enterprises, Box 326, Niceville 5, Florida.

PERSONAL

LOSING HAIR? BALDING? Dandruff? Free copyrighted booklet. Dr. Shiffer Laboratories, 576 Euclid Arcade, Cleveland, Ohio 44115.

INVENTIONS

INVENTIONS NEEDED IMMEDIATELY for manufacturers. For additional information write Kessler Corporation, C-1312, Fremont, Ohio.

LOANS BY MAIL

BORROW $1,233 AIRMAIL! Repay $54 for twenty-nine months. State licensed. Postal Finance, Dept. 62-X, Kansas City, Kansas 66117.

EDUCATIONAL OPPORTUNITIES

DETECTIVE COURSE. FREE information. Universal Detectives, Box 8180A, Universal City, California.

FREE 72 ROUNDS OF BLANK CARTRIDGES

ITALIAN **SNUB NOSE** AUTOMATIC

$4.98

Postpaid Send cash, check or M.O. No COD's please.

Identical duplicate in styling of automatic detective revolver. Fires 12—4.5 cal. blank cartridges in 10 seconds. Not a CO_2 or Pellet gun.

FREE—72 rounds of blank cartridges included. Perfect for sports, stage, etc. Illustrated gift carton.

Request FREE Catalog

FEDERAL 6652 N. Western/Chicago, Ill. 60645
Dept. GMG

BORROW BY MAIL!

ONLY $54.00 A MONTH REPAYS $1215

Borrow $111 to $1215 entirely by mail! Pay *all* your bills with a confidential loan from Postal; *only one small monthly payment* instead of many. Over 69 years of dependable service to people throughout the U.S.A. State-licensed—your assurance of fair rates and supervised reliability. *Fast, Airmail Service. Try Us!*

POSTAL FINANCE CO., Dept. 32-V
200 Keeline Building
Omaha, Nebraska 68102

SELECT LOAN HERE

Cash You Receive!	30 Monthly Payments
$111.	$ 5.00
$315.	15.00
$510.	24.00
$1000.	45.00
$1215.	54.00

D. J. Levitt, President
POSTAL FINANCE CO., Dept. 32-V
200 Keeline Building
Omaha, Nebraska 68102

Rush FREE complete Loan Papers.

AMOUNT NEEDED $____

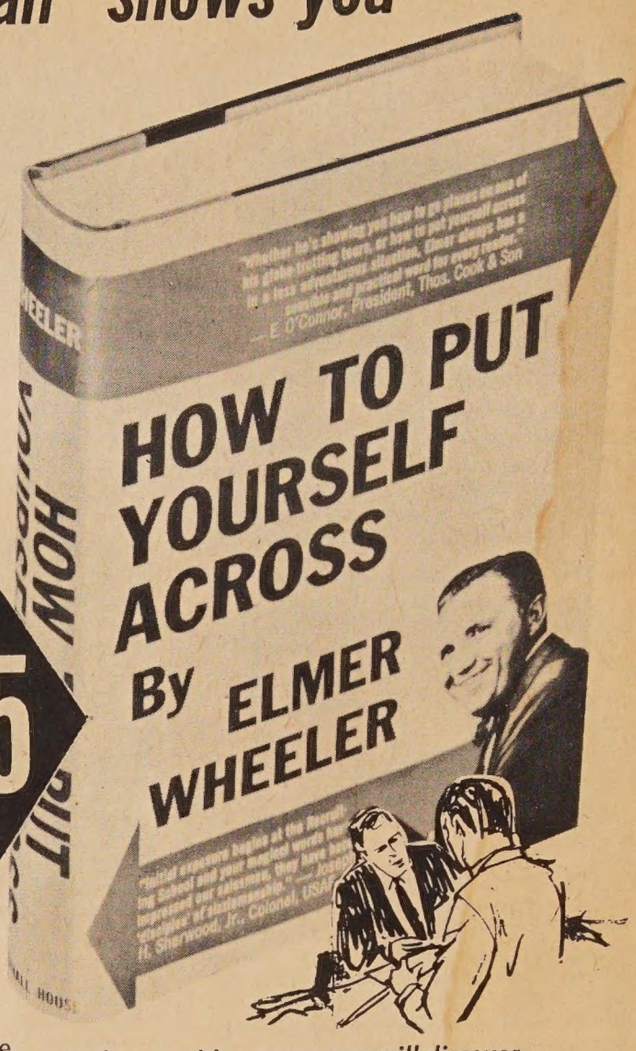
Name_____ Age_____

Address_____

City_____ State_____ Zip Code_____

Now— "America's #1 Salesman" shows you

How To Put Yourself Across



Yes, step by step, Elmer Wheeler shows you how to make your day-dreams come true . . . 8 rules for self-made people . . . 6 ways to conquer complexes . . . how to overcome inferiority . . . the art of conversation . . . how to know what you want in life, and how to set your ideas into vital motion!

only $2.95 (regular price $4.95)

Here, too, you'll discover why it pays to:

- **BE A GOOD LISTENER**
- **ADMIT IT WHEN YOU ARE WRONG**
- **GIVE PEOPLE AN INCENTIVE**
- **NOT CORRECT OTHERS — HELP THEM**
- **RADIATE WARMTH**

As you read Elmer Wheeler's new book and start to apply these amazing simple techniques, you'll actually feel yourself changing into a more confident person . . . a person who, aglow with an understanding of human emotions, can meet challenges, overcome personal defeats, and win the respect of others.

Here is the blueprint Elmer Wheeler himself has used to become one of the nation's top salesmen . . . to inspire millions with his success philosophy . . . to reach the top income brackets. Check the chapter headings — then let each one be *your* guide to a happier and more successful life.

Special Sensational Offer!

This book, a best-seller at $4.95, is yours for a limited time only at the amazing price of $2.95. Read it. Study Elmer Wheeler's exciting formula for personal success. *You have a money back guarantee that it will work for you, as it has for thousanss of others!* Full refund privilege is guaranteed if it doesn't help you!

In these exciting pages you will discover hundreds, literally hundreds of ways to make you vital, dynamic — more successful in life!

Here are some of the power-packed chapters you will read:

- How to win others to your way of thinking for everlasting friendship
- Sizzling ways to make people feel like a million dollars
- How an inferiority complex saps your energy, drains pep, loses friends — and what you can do about it
- How to harness an inferiority complex and make it work overtime for you
- How to make people do things for you
- How to make your day-dreams come true
- Two word system to win friends and friendships
- Don't hide yourself behind a mask of put-on modesty
- Pick the right day to ask people for favors
- The hypnotist's great secret that anyone can use to influence people
- How to get the full attention of people
- Have a genuine regard for others and in so doing have many friends

ABOUT THE AUTHOR

Elmer Wheeler, known as "Mr. Sizzle" to millions of salesmen around the world, is always in great demand for speaking engagements. Early in his career Elmer took as his motto "Don't sell the steak— sell the sizzle," and turned it into an imposing business philosophy with a string of successes to prove it. Thousands of men and women have been shown the way to greater success in Elmer's over 20 books. In this book Elmer's advice and experience is directed to people everywhere who wish to learn the knack of improving human relations in all phases of life.

Here's what famous executives say about Elmer Wheeler: "Whether he's showing you how to go places on one of his globe-trotting tours, or how to put yourself across in a less adventurous situation, Elmer always has a sensible and practical word for every reader."—*E. O'Connor, President, Thos. Cook & Son.*

"Initial exposure begins at the Recruiting School and your magical words have so impressed our salesmen, they have become 'disciples' of sizzlemanship."
—*Joseph H. Sherwood, Jr., Colonel, USAF*

Self Improvement Books
Box 3141, Grand Central Station
New York, N. Y. 10017

Rush _____ copies @ $2.95

Enclosed is check or M. O. for $_____

NAME_____

ADDRESS_____

CITY_____ STATE_____ ZIP CODE_____

(Add 35¢ postage and handling)

Would You Like to Take in $140 after Supper?

This is exactly what L. Burnett did while still employed. Here are his own words:

"I worked at my Duraclean business part time until I saw that I could make as much in a week as my job paid for a whole month. One night, after supper, I took in $140. Since going full time, I've had single jobs running $300 and more."

Mr. Burnett and one helper serviced this $140 "after-supper" job. The national price guide provides a Duraclean dealer a gross profit of $6 per hour on EACH serviceman plus $9 per hour on any service he himself renders. Your income is limited only by the number of servicemen you employ.

To own a business is much easier than you think. We show you how . . . step by step. The 24 page fully illustrated booklet we'll mail you (with no obligation) explains how most of your gross profit becomes a *clear net profit* to you.

Start while Continuing Present Job

We furnish all the equipment...and help finance you

If you've wanted to BE YOUR OWN BOSS . . . to become financially independent . . . have a fast growing income . . . and own a Nationally Advertised business, now YOU CAN.

You can stay at your present job while your customer list grows . . . then switch to full time, lining up jobs for your servicemen to do.

One small job a day brings a good starting income. As you add full or part-time servicemen, your income is limited only by your own effort.

Dealers operate from a shop, office, or their home. Equipment is portable...the electric Foam-ovator converts to a convenient carrying case.

At the start, you may want to render service yourself . . . or you can start out with servicemen. This business is easy to learn . . . easy to start . . . so easy to service that women dealers often do it. We prefer you have no experience . . . not have to "unlearn" old methods.

We are NOW enlarging this worldwide system of individually-owned service businesses. If you are reliable, honest and willing to work to become financially independent, we invite you to mail the coupon.

It's Easier than You Think to Start Your Own Business

When you receive our illustrated booklet, you will see the way we show you **step by step** how to quickly get customers . . . how to steadily build more customers from their recommendations.

All six services are rendered "on location" in homes, offices, hotels, theaters, churches, clubs, motels and institutions.

These superior, safer and convenient methods spread Duraclean dealerships throughout North and South America, Africa, Portugal, England, Israel, Norway and many other countries.

National Magazine advertising explains the superior merits of **your** services, builds **your** customer confidence and brings job leads to **you.**

We and a Duraclean dealer will train you and assist you. He'll reveal his successful, proven methods. We show you all you need to know.

You have pre-tested newspaper and yellow-page ads, commercials, and a full mailing program.

Furnishings stores, insurance adjustors, and decorators refer jobs to our dealers. These year 'round services are in constant demand.

TODAY is the time to reserve a Duraclean dealership . . . **before** someone takes your location.

Start Small, Grow Big...in this Booming Business

Many men have said to us, "I can't afford to give up my job till I know I have a sure thing . . . a sound business that will provide both security and a better living for my family."

That made sense to us so we worked out such a plan . . . and those same men are now enjoying Duraclean dealerships in many communities. You don't experiment. You use **tested, proven** methods. **You have our backing and "know how."**

Does this appeal to you? Don't decide now. Mail the coupon so you'll have the facts to decide wisely. There is no obligation whatsoever. You will then know whether this is what you want.

You can start small and grow big just as we did. A third of a century ago Duraclean was an idea . . . but it caught fire and spread rapidly to a world-wide service. It spread because it was based upon (1) **superior processes** and (2) **proven customer-getting methods.**

Our first service, the care of carpets and upholstery, exemplifies these superiorities. It not only cleans; it enlivens the fibers . . . revives dull colors. Pile rises with **new life.** Furnishings are used again in a few hours.

There's no machine scrubbing. No soaking. Duraclean cleans by absorption. Mild aerated foam lightly applied, lifts out dirt, grease and many unsightly spots like magic.

Government figures show service businesses growing faster than industries and stores . . . $750 million yearly potential just in rug and furniture cleaning. You have **5 other services.**

Space here will not permit describing your other services but they are fully explained in the free booklet we'll mail you. You have six opportunities for profit on every job.

A few hundred dollars establishes YOUR OWN business. A day's profit more than takes care of the monthly payments we finance for you.

Men frequently take in partners.

We furnish electric equipment and enough materials to **return your TOTAL investment.** If you have good habits and know the importance of customer satisfaction, you can likely qualify for a Duraclean dealership.

It's been said, "Opportunity knocks but once at every man's door." This could be that one rare opportunity in **your life.**

It is surprisingly easy to learn this business. You can decide from the information we will send you whether to apply for a dealership. So, with no obligation whatever, mail the coupon TODAY.

Your Services Are Endorsed by

McCall's Magazine, Parents, American Research & Testing Laboratories . . . and by leading Carpet Mills & Furniture Makers

What Dealers Say:

Langdon Lawson: National advertising is tops, creates leads. In September, working alone, jobs totaled $1,475.

R. C. Blue: Customer called a prominent competitor. They said they could not clean her badly soiled furniture . . . to contact me, "if anyone could get it clean, I could."

Charles Randal: Business keeps growing. Made as much as $120 in one day.

D. Kern: Duraclean's proven-best process and the continuous help from headquarters gave me a big jump on all competition.

George Byers: For University, my total billing was $2,416. Total expenses $814.

Gerald Weihrauch: Three persons called me . . . saw Duraclean advertised in magazines.

Edward Hoy: A smoke damage insurance claim bill was $186. All work was done by me in exactly 8 hours and 2 minutes.

John Hoak: I've never worked at anything I enjoyed more than Duraclean.

W. C. Smith: Earned $650 one week. Volume keeps getting bigger.

Service man for dealer **C. Weed:** Furniture was filthy black. When through, I was amazed how clean.

John E. Frost: First 2 months I grossed $1,000 part-time.

Loren Farris: I'm proud to be independent at 30. I wish I had known about Duraclean earlier.

Earl Davis: Our sales increased $17,660 this year.

Ed. Kramsky: In 2 years, I now have two assistants, a nice home and real security for my family.

Resale Service

If, because of illness, moving or for any reason a dealer wants to sell, we maintain a service to locate buyers and to help him sell. Dealerships resell at up to 10 times the dealer's cost. R.D.K., after 5 months, sold for $2,000 above his cost. L.L., after 30 months, got $7,116 more than he had paid. The **value** of your dealership and franchise **grows monthly.**

FREE BOOKLET tells how to start Your Own Business

With no obligation, we'll mail you a letter and 24 page booklet explaining this business . . . how and why your income grows . . . how we help finance you.

Then decide if this opportunity fulfills your dream of independence and a much **bigger income.**

Your location could be taken **tomorrow . . . so mail coupon today.**

Find Out with NO OBLIGATION

Mail this coupon TODAY
It may put you in business

Duraclean Co., 5-70N Duraclean Bldg., Deerfield, Ill. 60015

With no obligation, mail letter with 24 page illustrated booklet explaining how I can increase my income and family security with a Duraclean Dealership.

Name_____

Address_____

City_____ State_____ Zip_____

A RIP-ROARING **BONANZA** FOR WESTERN FANS!

3 of the Greatest Western Stories Ever Written

BY THE IMMORTAL **ZANE GREY**

ALL 3 FOR ONLY $1.00

[AN $8.67 VALUE]

Now Ready! **YOUR FIRST 3 VOLUMES**

THE THUNDERING HERD. When the plainsman asked Tom Doan why he wanted to hunt buffalo, Tom replied "I can ride . . . I'm quick on the draw — and I ain't seen man nor beast yet I'd run from!"

"You'll do," the rawhide-rough plainsman said. "I reckon I'll need every hand I can get. Them Indian varmints is aimin' to run every hide-huntin' white man off the plains — YOUR SCALP WILL DO AS GOOD AS ANY!"

ROBBERS' ROOST. The Hank Hays Gang was *at large!* These blood-crazed killers were wanted—DEAD OR ALIVE—for robbery . . . rustling . . . murder . . . jailbreaking . . . and now for KIDNAPPING a beautiful young girl!

But the girl was doomed to perish! *No one* dared go near their hideout . . . where Hank Hays himself had boasted of a "Robbers' Roost whar no posse could ride in 20 years!"

THE DUDE RANGER. Ernest Howard was a new tenderfoot on the Red Rock Ranch. The ranch manager wouldn't even let him go *near* a horse. His daughter treated Ernest like *dirt!* And the foreman hated him bitterly — tried to KILL him!

But the Tenderfoot had an ace up his sleeve. The others didn't know it, but HE was the new owner of Red Rock Ranch! He wanted to find out why the manager had $200,000 in the bank while the ranch itself was barely breaking even! He *would* find out, too — *if he lived long enough!*

ZANE GREY
America's Most Beloved Western Story-Teller

THESE DE LUXE VOLUMES are handsomely-bound in Glowing Shades of Red, Tan, Blue — Stamped in Genuine Gold! You will be proud to own them.

Yes! TAKE ALL 3 FOR ONLY $1.00

to introduce you to the luxurious, matching, hard-bound volumes of "The Zane Grey Library"—*No Obligation To Buy Any More Books*

HERE THEY ARE — the greatest Western thrillers ever written—all by the King of Western Writers, ZANE GREY! Use the Reservation Certificate to get the THREE Zane Grey classics described above — plus no-obligation information on how to get additional Zane Grey Westerns in matching, low-cost deluxe editions!

What a treat is in store for you! *You'll re-live* the trials and triumphs of Hell-Bent Wade . . . Arizona Ames . . . Nevada — ALL of Zane Grey's unforgettable heroes! *You'll thrill* to round-ups and hold-ups, stampedes and stage rides, gambling and gunplay! Look at these adventures awaiting you:

RIDERS OF THE PURPLE SAGE. Brave days of old Utah — drenched with blood!

WILDFIRE. Story of a great wild stallion, a fiery girl — and the man who was strong enough to tame them both!

ARIZONA AMES. His blazing six-shooter spread terror among the toughest badmen!

SHADOW ON THE TRAIL. Quick-shooting Wade Holden fights with rawhide-tough rustlers.

ROGUE RIVER FEUD. Violence and death on Rogue River.

DESERT GOLD. Spine-tingling adventures of men and women crazed by the lure of riches.

WEST OF THE PECOS. A hard-riding, straight-shooting young man turns out to be a *girl!*

THE LONE STAR RANGER. One man against the toughest killers in the wild Texas borderland!

CALL OF THE CANYON. Smashing drama of death and danger!

30,000 ON THE HOOF. Pioneer Huett battles screaming Indians and lawless rustlers.

WILD HORSE MESA. A party sets out to capture a phantom stallion.

Other volumes include: The Vanishing American; Fighting Caravans; The Hash Knife Outfit; The Mysterious Rider; Twin Sombreros; The Heritage of The Desert; Western Union; Under The Tonto Rim; The Fugitive Trail; Shepherd of Guadaloupe; Thunder Mountain; To The Last Man; The Man of The Forest; many more Zane Grey classics! Every one complete!

SEND NO MONEY

Just mail RESERVATION CERTIFICATE to examine your first three volumes, shown and described above. With them will come an introductory invoice for only $1.00 (plus a few cents mailing charge) as payment IN FULL for ALL THREE books, and instructions on how to get your other beautiful volumes at the low price of $2.89 each. If not fully satisfied, you may return all three introductory books, or any later volume in the series; you may cancel your reservation at any time.

You have nothing to lose — and a lifetime of thrilling Westerns to enjoy! So send your risk-free Reservation Certificate NOW to:

WALTER J. BLACK, Inc., Roslyn, L. I., N. Y. 11576

READER'S RESERVATION CERTIFICATE

WALTER J. BLACK, Inc. JK
Roslyn, L. I., New York 11576

Send me at *once* the three Zane Grey books described above: THE THUNDERING HERD, ROBBERS' ROOST *and* THE DUDE RANGER. I enclose NO MONEY IN ADVANCE; within a week after receiving my books, I will either return them and owe nothing, or keep them for the special introductory price of ONLY $1.00 (plus a few cents mailing charges) for ALL THREE fine volumes.

Also reserve in my name additional beautifully-bound volumes in the Zane Grey Series. I will be entitled to receive them as they come from the press, on approval, for only $2.89 each (plus a few cents mailing charges). I am to receive advance descriptions of all future volumes. I need never send money in advance; if not completely satisfied, I may return any book within one week of receipt. I may cancel my reservation at any time. *(Books shipped in U.S.A. only.)*

Name.....
(PLEASE PRINT PLAINLY)

Address..... 23A

City.....

State..... ZIP CODE ZONE NO